



Southern Illinois Multi-Modal Station (SIMMS)

July 2019

Location: Carbondale, Illinois

Project Type: Rural – Multi-Modal Transportation Center

Applicant: City of Carbondale

Type of Applicant: City Government

BUILD Funding Requested: \$16,486,000

DUNS Number: 096712948

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WEBSITE INFORMATION

The entire application and appendices are available online at multimodal.explorecarbondale.com.

1.0 Project Description

The City of Carbondale, Illinois, respectfully submits this application for BUILD Discretionary Grant funding in the amount of \$16,486,000 million for the construction of a new multimodal transportation center, hereinafter referred to as the Southern Illinois Multi-Modal Station (SIMMS). Completion of this project will address several challenges facing public transportation in southern Illinois which are to provide a more cohesive, safer, interconnected system that better connects rural residents to urban centers.

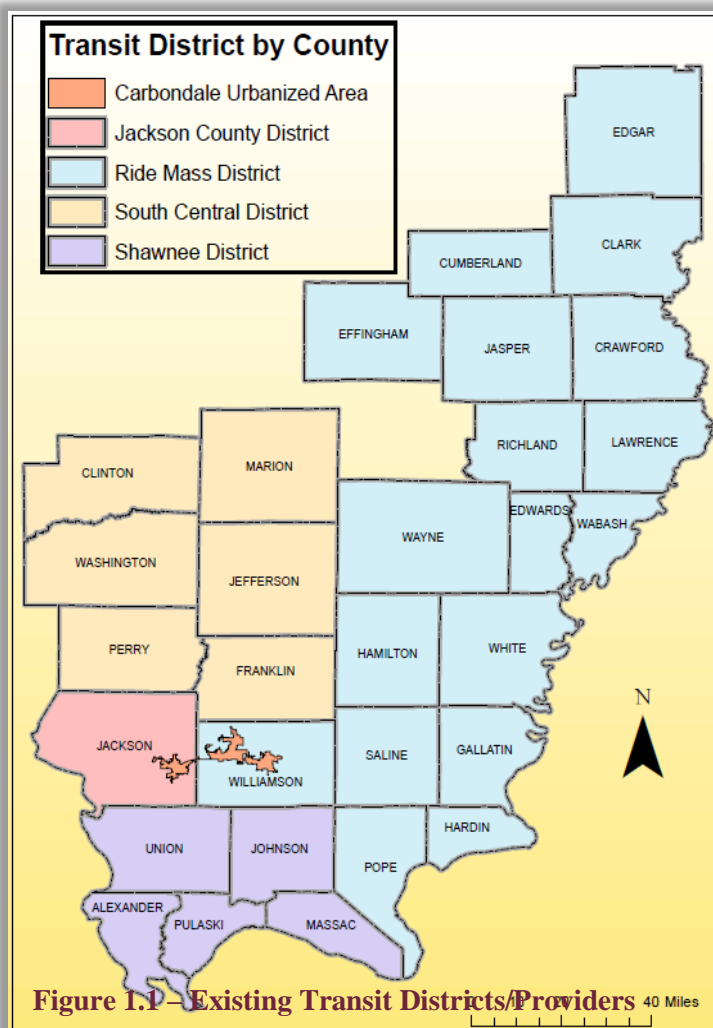
SIMMS is a rural project. The southern Illinois region and its residents face the same challenges that all rural areas experience; limited access to employment, healthcare, goods and services, educational, and recreational amenities. The southern 16 counties of Illinois are also part of the Mississippi Delta region which in spite of being a region rich in culture and history, unfortunately includes some of the poorest populations, lowest literacy rates, and worst health outcomes in the United States. Understanding the rural service area of SIMMS is important because it underlies the need and importance in providing opportunities to connect people to more urbanized centers where they can better access jobs, educational opportunities, healthcare, and other essential services.

The proposed SIMMS project addresses these challenges by replacing an aging, deteriorating, and functionally obsolete train/bus station in downtown Carbondale with a new station that will bring together multiple modes of transportation into one safe, efficient, and convenient location to serve all of southern Illinois. Collocating all users in a single location will move us toward a regional fixed route transit service which will enhance linkages between transit agencies, thus enabling passengers to travel more freely and efficiently within and through the region. Providing better access to public transportation for the surrounding rural counties will better connect users to regional services in Carbondale. Once in Carbondale, residents can utilize public transit to connect to other urban and major metropolitan areas and transportation hubs that include St. Louis, Missouri; Paducah, Kentucky; Cape Girardeau, Missouri; and Evansville, Indiana.



SIMMS will be the only true multimodal station in the southern Illinois region and will be a “game changer” for the efficiency and effectiveness of the transit system. Due to the educational, employment and medical services that are available within Carbondale, the SIMMS will be strategically positioned to make a real impact in serving the transportation needs of area residents as well as visitors to Carbondale and the southern Illinois region.

Southern Illinois residents use the local transit services out of necessity and the region is currently served by Saluki Express (now operated by RIDES; serving the SIUC campus and Carbondale), Jackson County Mass Transit District (JCMTD), Rides Mass Transit District (RMTD) Shawnee Mass Transit District (Shawnee MTD), and South Central Illinois Mass Transit District (SCT). Together, these transit systems serve 30 rural counties in southern and southeastern Illinois (see Figure 1.1).



Amtrak is a key project partner in the SIMMS project and as a result of their future occupancy, the building has been designed according to the *Amtrak Station Programming and Planning Guidelines*. Based on Amtrak ridership and train frequency, the SIMMS will be designed to the Category 2 - Medium Station Amtrak criteria. Architectural features calling attention to the Category 2 Station are outlined in the Amtrak Guide and accomplished with a taller building centerpiece tower and additional and smaller flanking towers on each end of the site. The South Tower will provide a shelter to the stairs in the open parking garage while also prominently displaying a large clock for traveler’s convenience. The north tower will have a drop-off canopy designating bus and transit service pick-up and waiting. The First Floor Plan consists primarily of the transportation related functions – namely, Amtrak, the local transit providers, various Ride-Share programs, as well as a Greyhound bus service office. The total gross square footage (GSF) this level is approximately 18,800 GSF.

The Second Floor Plan will consist of multi-use lease spaces and space has been delineated for a childcare facility. Transportation and childcare are often cited as the two biggest barriers to employment for residents in rural areas. To combat this problem, the City has collaborated with Man-Tra-Con (a southern Illinois regional workforce development agency) and the SIMMS transit partners to design a space that can provide a much needed service to the rural residents that will utilize the SIMMS project. In addition, the City has already consulted with the State of Illinois Department of Children and Family Services to ensure that a childcare facility is designed in accordance with State compliance standards (local match will be utilized for childcare buildout). Public use facilities as well as mechanical and support spaces are also included in the design. The upper level floor area is approximately 21,400 GSF.

The total gross square footage of the SIMMS will be approximately 40,200 GSF. A two-level parking garage on the south side of the complex will accommodate a total of 145 cars including accessible spaces with direct pedestrian connection to the facility. The main level of the garage houses ramp parking and the covered level will provide covered access from the Amtrak portion of the facility to the rail platform. The parking garage is approximately 39,930 GSF on each level.

There are many reasons why Carbondale is an important destination for local residents and visitors. A primary reason being that Carbondale is home to the main campus of the Southern Illinois University (SIU) system which is a comprehensive teaching and research institution with approximately 61 graduate programs and professional schools of Law, Medicine, and Engineering. SIU's primary area of economic impact has been defined as the southern 23 counties of Illinois (see Figure 1.2). This area of influence was determined by a comprehensive study completed by SIU in 2011.

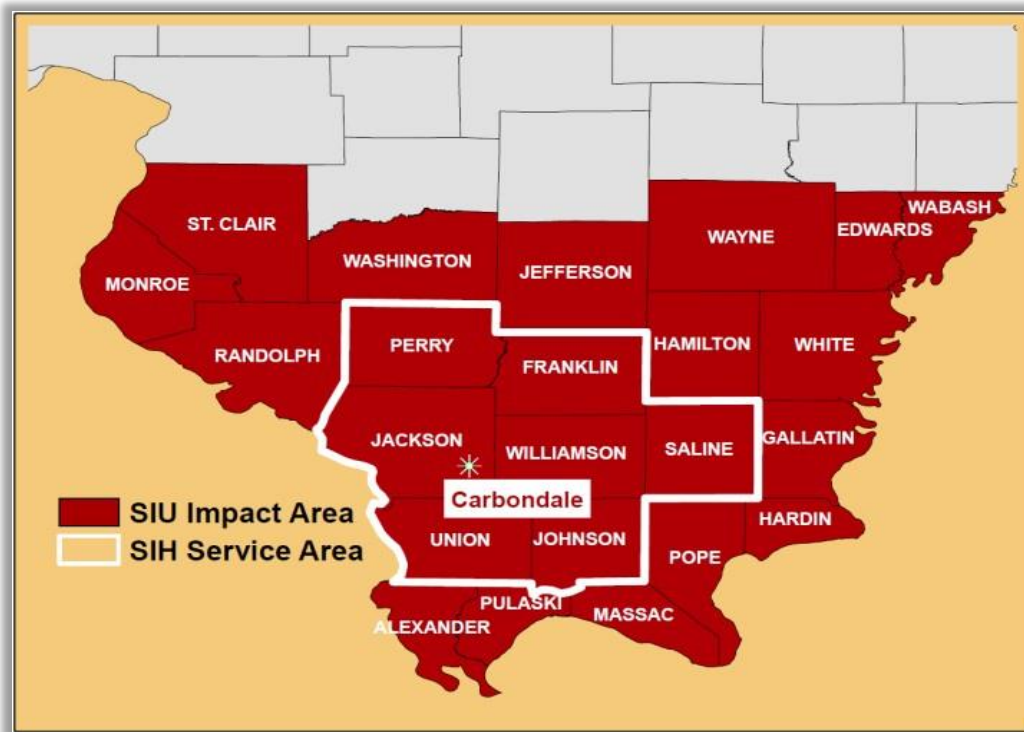


Figure 1.2 - Impact Areas (Southern Illinois University & Southern Illinois Healthcare)

Additionally, Carbondale is home to Southern Illinois Healthcare (SIH) and SIH's flagship hospital, Memorial Hospital of Carbondale (MHC), which is located just west of downtown. MHC has over forty specialty practices, the leading cardiac care program in southern Illinois, the only pediatric unit in the region, and is the largest birthing center in southern Illinois. The array of healthcare options that exist at SIH make it one of the largest regional demand generators and draws people to Carbondale from throughout southern Illinois daily to access its services. SIH defines their service area as a seven-county region that is within a roughly 50-mile radius of Carbondale (see Figure 1.2). However, it's not unusual for residents within the larger transit footprint to travel to Carbondale frequently to access specialized medical services that are unavailable in these rural areas.

The SIMMS transit providers' primary mission is to serve the citizens of the region's local communities with an emphasis on service to the economically disadvantaged. However, significant impediments exist for residents and others using the service. A primary encumbrance is the lack of designated transit facilities that can provide a safe, sheltered, and informative place for riders to make connections with other providers and services. Currently, transfers occur in ad hoc locations such as on the roadside or in retail parking lots, often with designated spaces in peripheral areas of these establishments. These arrangements are very inconvenient and unsafe for the user. "We need a different approach" explained Bill Jung, Chief Executive Officer, of RIDES during a June, 2018 project partners meeting with the region's transit providers and the City of Carbondale. "We have a diverse constituency and each group has their own challenges; this project would address several of the most critical barriers, including safety, convenience, and system connectivity. The increased visibility and awareness provided by a true multi-modal station will also provide very significant benefits to the system". The SIMMS will provide a convenient and safe transfer location for the users of the local transit systems, Saluki Express, and Amtrak, enabling them to connect locally, regionally, and even nationally to the services they need. Additionally, the SIMMS will provide a "one stop" location for users to purchase passes for all of the transportation providers that service the facility.

Planning for SIMMS actually began in 2010 when the City of Carbondale purchased an adjacent blighted downtown property immediately north of the existing Amtrak Station, with the long-term vision being to expand the old station into a more modern facility. Following the purchase, the City demolished the property and has subsequently been maintaining it. In 2013, the City engaged the services of an architect and initiated conversations with Amtrak to begin the development of a conceptual plan for SIMMS. From 2013 to 2016, the City led and coordinated meetings with all prospective transit users in addition to the Illinois Department of Transportation, Greyhound, and other potential users. In 2016, following the completion of a conceptual plan, the City applied for TIGER VIII funding and subsequently applied for TIGER IX funding in 2017 and



New ADA and Streetscape Improvements
Looking South on South Illinois Avenue
near the SIMMS project location

BUILD funding in 2018. Throughout this process, the City has held numerous public meetings and presentations to describe the project and explain its regional benefit and impact. As a result of this outreach, the development of SIMMS was identified as a top strategic goal in the *Downtown Master Plan* adopted in April, 2016 and was also a key action item identified in the City Council's goals outlined in *Carbondale Vision 2020*, adopted in April, 2017. The SIMMS project is also in the approved SIMPO Transportation Improvement Plan. The City was a finalist for TIGER IX funding in 2017 and as a result of being rated "highly recommended" in 2018, was also a finalist for the inaugural round of BUILD funding.

SIMMS will also be a key component of the commitment that the City of Carbondale has made to ensuring that the community is wheelchair accessible. In 1955, SIU established the first Rehabilitation Institute in the United States whose primary focus was to prepare people with disabilities to live independently. Since its creation, SIU has grown the program into a national leader in rehabilitation training and consistently ranks among the nation's top 10 programs. The success of the Institute resulted in Carbondale establishing its own legacy as a community committed to being accessible to help residents travel freely throughout the city. Continuing this legacy, the City completed a \$2 million sidewalk/streetscape project in the summer of 2017 which resulted in the reconstruction of public sidewalks from the edge of the proposed SIMMS project site to the SIU campus; making this section of the downtown corridor fully ADA compliant. The City of Carbondale followed this project by completing a \$1 million Phase 2 project in 2018. The SIMMS project will close the accessibility gap that remains following Phase 2 and when complete will make the entire downtown corridor fully ADA compliant. All funding for these projects was provided by local revenue sources.

Additionally, in 2014, the City of Carbondale adopted a "complete streets" policy to further advance the City's commitment to multi-modal transportation in the downtown corridor and the city as a whole. The City's efforts to promote all transportation modes were recognized in 2017 by the League of American Bicyclists when Carbondale achieved designation as a "Bicycle Friendly Community", the only City with this designation in the entire region. The SIMMS project will further advance multi-modal transportation by housing a bike sharing system, a first for the southern Illinois region, which will complement efforts by RIDES which is currently in the process of adding bike racks to all of their buses.

In 2017, a multi-use/bike path was constructed parallel to the Canadian National railroad from the SIU campus northward to IL 13. This pathway connects the SIU campus and student housing to the existing Amtrak station. The new SIMMS will improve access to this connection further enhancing the availability of multi-modal transportation opportunities in downtown Carbondale.

SIMMS will also include space for retail services such as a café and market to support travelers arriving and departing from the station and appealing to students, tourists, and other guests and residents of the Carbondale area. Collectively, all of the improvements that the City has initiated to date will be further complemented by the completion of the SIMMS project and will provide a more cohesive, safer, interconnected system that better connects rural residents to the services that they need.



2.0 Project Location

The Southern Illinois Multi-Modal Station (SIMMS) will be constructed in Carbondale, Illinois which is located in Jackson County, approximately 96 miles southeast of St. Louis, Missouri. This project will provide multi-modal connectivity with four public transit providers, Greyhound, and Amtrak serving a rural area consisting of 30 counties in southern Illinois. Located at the junction of Illinois Route 13 and US Route 51, Carbondale is also positioned near the 270,000 acre Shawnee National Forest and Crab Orchard National Wildlife Refuge (CONWR) both of which are major regional tourism attractions. Figure 2.1 depicts the project location map for SIMMS.

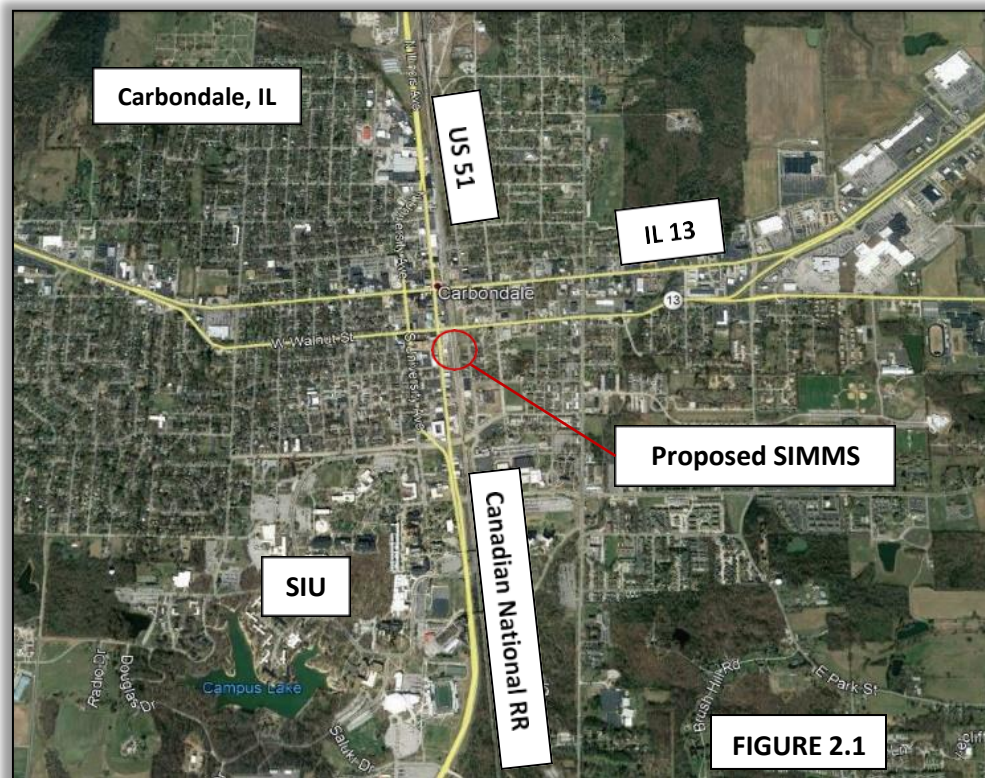


Figure 2.1 – SIMMS Project Location Map

Carbondale is located within the newly created Carbondale Urbanized Area (see Fig. 2.2) which was established following the 2010 U.S. Census. The Carbondale Urbanized Area is small (2010 population of 67,821), and unique in that it consists largely of four distinct communities (Carbondale, Marion, Herrin and Carterville) with rural areas in-between and surrounding these cities. The urbanized population of these four communities as of 2010 is: 25,702; 16,626; 12,174; and 5,322 respectively. The fact that no single community comes close to the urbanized threshold of 50,000 underscores the rural nature of this unique area.

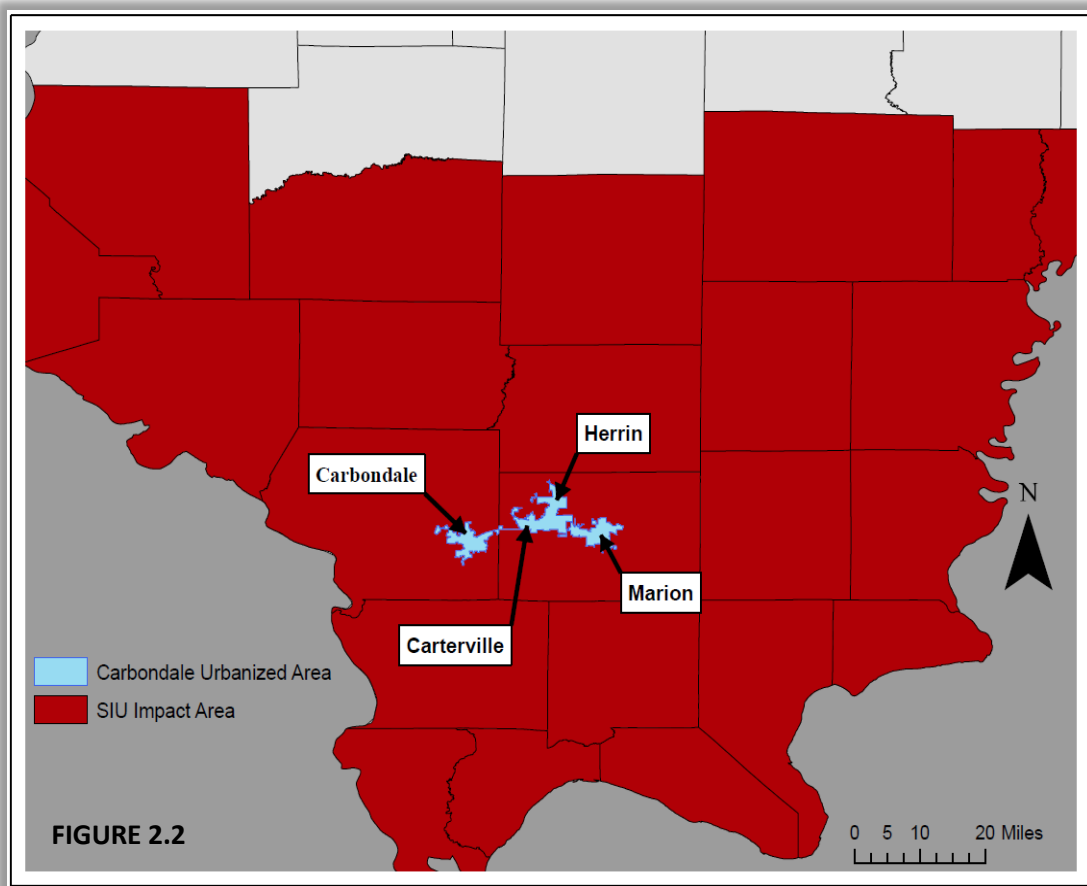
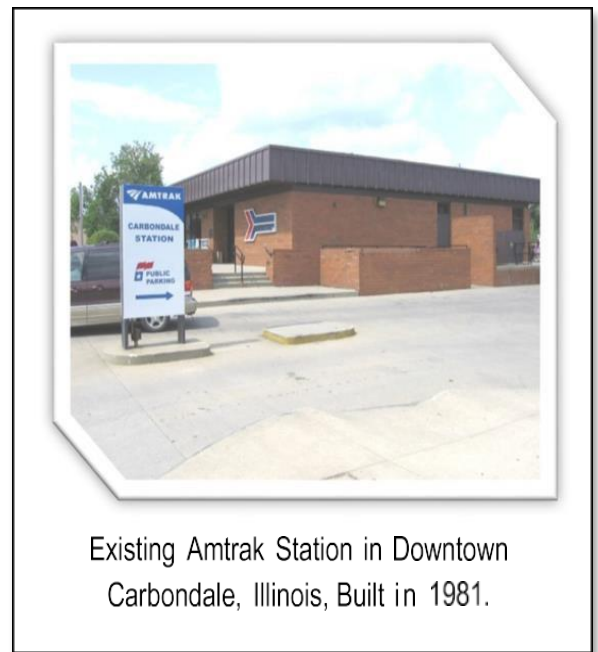


Figure 2.2 - Carbondale Urbanized Area and Regional Map

The proposed SIMMS is located at the site of the existing Amtrak passenger station in downtown Carbondale. The existing station was built in 1981, just south of the original Illinois Central railroad passenger depot. The SIMMS will be the southern terminus of the Amtrak Illini and Saluki routes which provide daily service from Carbondale to Chicago. SIMMS will also be the northern terminus for the City of New Orleans route which provides daily service to New Orleans, Memphis, and other cities in the Mississippi Delta region. In addition to train service, Amtrak offers thruway motor coach service between Carbondale and St. Louis, Missouri via Greyhound Bus service. Each transit service provides intercity bus service which connects passengers to Cape Girardeau, Missouri; Paducah, Kentucky; Evansville, Indiana; and Champaign-Urbana, Illinois in the central part of the state. In addition, transit service (RIDES, JCMTD, and Saluki Express) are also provided at the station.



Existing Amtrak Station in Downtown Carbondale, Illinois, Built in 1981.

3.0 Grant Funds, Sources & Uses of Project Funds

The total cost for the SIMMS project is estimated to be \$20,608,000 as detailed in **Table 3.1** below. Costs incurred by the city to date, for preliminary design work and property acquisition (\$165,680) are not included in Table 3.1.

Task	Non-Federal Cost	Non-Federal Cost %	BUILD Cost	BUILD Cost %	TOTAL Cost
Property Acquisition	\$ 113,944	20%	\$ 455,775	80%	\$ 569,719
Final Design & Engineering	\$ 355,717	20%	\$ 1,422,868	80%	\$ 1,778,585
Construction	\$ 3,641,287	20%	\$ 14,563,150	80%	\$ 18,204,437
Construction Testing & Inspection	\$ 11,052	20%	\$ 44,207	80%	\$ 55,259
Total Engineering, Property & Construction Costs	\$ 4,122,000	20%	\$ 16,486,000	80%	\$ 20,608,000

Table 3.1 – SIMMS Project Costs

The city of Carbondale has committed to fund 20% of the remaining costs (\$4,122,000) and the remaining 80% (\$16,486,000) would be funded with the federal BUILD grant. The 20/80 cost share will be applied to each task category in Table 3.1. A resolution by the City of Carbondale committing the City's cost share is included in Appendix D.

4.0 Primary Selection Criteria

The SIMMS project will enhance access to employment, healthcare services, educational opportunities and transportation choices for residents of a rural 30-county region in southern Illinois. This access will result in a reduction of the unemployment rate, reduction of the poverty rate, and increases in health outcomes. Locally, downtown Carbondale, SIH, and SIU will benefit from improved accessibility and enhanced livability. Regionally, residents of southern Illinois, as well as tourists visiting the southern Illinois area, will benefit from improved connectivity and transportation choices. The success of the project can be established and measured by the following criteria.

4.1 Safety

A fundamental objective of SIMMS is to enhance safety for all modes of transportation. This entails removing barriers to achieve access, such as creating ADA compliant sidewalks where none currently exist, and improving bicycle infrastructure to highlight the presence of bicycles in the roadway. Additionally, improved safety includes separating modes, reducing congestion conflicts, and potentially saving lives.

The safety features and benefits proposed for the design of SIMMS include the following:

- **Reduced exposure to auto crashes** on the existing roadway system. It is estimated that in the first year of completion, the SIMMS will reduce vehicle miles traveled by about 1,280,000 miles per year (details are in the Cost/Benefit Analysis). Based on data from the Illinois Department of Transportation, the average crash rate per Million Vehicle Miles Traveled (VMT) in Illinois is about 3.1. The SIMMS then would provide a crash reduction of about 4 crashes in the first year of operation alone. Over the span of the Benefit Cost Analysis (40 years), the SIMMS is estimated to reduce VMT by about 82.2M miles which, at current rates, would provide a crash reduction of about 255 crashes. In Illinois, about 20% of crashes result in injuries and about 0.3% of crashes result in a fatality, based on these rates, the SIMMS has potential to eliminate 51 injury crashes and 1 fatality.
- **Direct transfer access** between modes and access to all platforms, waiting areas, and sidewalks without having to cross vehicular rights-of-way (streets or rails) or busy parking lots. From 2010 through 2018 there were 5 crashes in the downtown corridor involving pedestrians and 3 vehicular crashes at the existing Amtrak station and proposed SIMMS site. These resulted in two serious injuries, two moderate injuries and one minor injury. In addition, during the same time period there were 38 vehicular crashes involving transit vehicles at transfer locations located on private parking lots adjacent to pedestrian traffic; there were no injuries reported in these crashes. During the same time period, there were nine crashes involving cyclists, resulting in one serious injury, 7 moderate, and one minor injury. By relocating transfers points away from the roadway and from ad hoc locations such as shopping center parking lots, the SIMMS will reduce exposure to these types of crashes.
- **Covered platforms with enhanced access and safer boarding conditions** for rail patrons. This ADA compliant design eliminates the risk of trip-and-fall injuries from walking on or next to the rail tracks.
- **Protected indoor waiting areas** for rail patrons and transit users. During the same time period, 2010-2018, there were 56 criminal incidents involving theft, burglary, battery, and other crimes that occurred at the existing station. Aggregating services at SIMMS will increase the number of users in the facility and will also ensure that 24-hour staffing is available. In addition, the City of Carbondale has completed several phases of downtown surveillance camera installations over the past two years that now allow the Carbondale Police Department to monitor public activity at the Public Safety Center, located one-half mile from the proposed SIMMS site. SIMMS will be equipped with the same high-resolution HDTV cameras that the City has deployed throughout its downtown. The additional staffing and surveillance capabilities will provide a more secure facility that will help deter and reduce crime, thus enhancing safety for passengers.



- **Unobstructed visibility** at the rail platform and the passenger concourse for increased security.
- **Provide accessibility** and reduced tripping hazards within the multimodal center, parking garage, parking lot, and sidewalks surrounding the center in compliance with the Americans with Disability Act (ADA) standards and continuing the improvements completed by the City of Carbondale in 2017 and 2018.
- **Lighting**, to provide a safe and secure environment will be installed within parking areas and along pathways to the center, enhancing visibility, safety, and the multi-modal experience.
- **Pedestrian safety improvements** to include refurbished high-visibility crosswalks, median extensions, curb extensions, and other related enhancements. Overall, the safety component of this project enhances mobility and provides active transportation options for residents, students, and visitors to downtown Carbondale by providing safety features within the design of the center, improving accessibility to public ways connected to the project, and by also creating an active, more secure development in downtown Carbondale.



4.2 State of Good Repair

SIMMS will be a newly constructed facility replacing the aging and functionally obsolete passenger rail station that opened in 1981; as such the existing passenger rail station needs to be replaced rather than brought into a state of good repair. The existing station has 44 short-term parking spaces and 42 long-term parking spaces. Although the station's building seating capacity is 40 persons (riders), the parking spaces are occupied 91% of the time. The existing station is designed to serve 175 train passengers daily; however the current ridership is nearly 250 passengers daily, resulting in passengers often having to wait outside of the building. Additionally, the current design doesn't account for the transit passengers that use the existing facility as a dropoff/pickup location, nor does it account for the five Greyhound buses pickup and drop off passengers in Carbondale each day. The existing station includes a ticket office, a Quik-Trak kiosk, bike boxes, an enclosed waiting area, and restrooms. The existing station's layout does not support an efficient and accessible multimodal station since passengers arriving or departing via buses must do so outside the building and adjacent to South Illinois Avenue, often outside of the limited hours that staff currently staff the building.

The long-term operations and maintenance of the facility have been carefully planned and will be diligently managed by the City of Carbondale. The City will work closely with Amtrak, Greyhound Bus, Saluki Express, RMTD, SCT, SMTD, and JCMTD officials to coordinate maintenance and operational needs for all transportation service providers at the station. The City of Carbondale has a fully staffed Building Maintenance division that oversees all City properties and will add SIMMS to their facility management roster. The sustainability of operations of SIMMS will be provided by multiple revenue sources; an operational budget is outlined below in Table 4.1. The City has identified several users that will lease space within the facility including RIDES, JCMTD, and Greyhound. In addition, any space leased by private companies will also help offset operational costs by the City.

Expenditures	
Facility Maintenance Worker	\$52,480
Utilities	\$57,500
Maintenance Costs	\$6,200
TOTAL Expenditures	\$116,180
Revenue	
Lease Income - Transits	\$20,315
Parking Revenue	\$70,000
Other Lease Income	\$27,440
TOTAL Revenue	\$117,755
Net Income	\$1,575

Table 4.1 – SIMMS Operational Costs

The conceptual design of SIMMS was done in accordance with the Amtrak *Station Programming Guidelines* and in consultation with their real estate development team in Washington, DC. The City of Carbondale is currently working with Amtrak to finalize a Memorandum of Understanding for the design and operation of the station.

4.3 Economic Competitiveness

Carbondale is the economic center of the southern Illinois region and as the home to SIU and the region's largest healthcare organization, it's vitally important that community leaders adopt transportation policy that appeals to younger workers and that also accommodates commuters and transit users who come from the surrounding rural areas for employment, medical services, and other needs. SIU employs approximately 6,200 employees and is the area's largest employer. Southern Illinois Healthcare (SIH) employs over 3,800 employees regionally from their system headquarters in Carbondale and SIH's flagship hospital, Memorial Hospital of Carbondale (MHC), employs 1,260. SIMMS will provide an important resource helping to attract and retain future knowledge workers which will make southern Illinois more appealing to employers and more economically competitive.

Economic competitiveness of a region is directly connected to the ability of the local transportation infrastructure to link residents to essential functions, such as employment, medical care, and educational institutions. Alternatively, improving transportation options for these functions not only increases the local economic competitiveness, but the economic competitiveness of the region as a whole. A robust transit service that has local and regional connections housed in a convenient and visible location will also make Carbondale and the region more attractive to potential SIU students, tourism and business.

A recent study by the Greater Egypt Regional Planning and Development Commission (GERPDC) focused on recommendations to improve the viability of the local transit system as a reliable means of commuting to and from work. A key recommendation of this study is the implementation of regional core service connecting key transit hubs in Carbondale, Marion and Mt Vernon. The SIMMS would provide the Carbondale connecting hub between the regional core service, local transit providers and major employers. As part of this targeted regional effort, the SIMMS would play a key role in meeting a crucial need of local residents for consistent and reliable public transportation for daily commuting to work.

The existing transit system is already serving a significant ridership inbound to and outbound from Carbondale. Table 4.2 shows the existing and projected trips that the system could provide to and from Carbondale from the surrounding rural areas.

	Saluki express annual trips provided	Projected trips from saluki express to rural areas	JCMTD trips in/out of Carbondale from rural areas	RIDES trips in/out of Carbondale from rural areas	SMTD trips in/out of Carbondale from rural areas	SCT trips in/out of Carbondale from rural areas	Total trips in/out of Carbondale from rural areas	Cumulative increased transit ridership due to SIMMS
Current:	480,000	86,400	38,965	37,900	2,991	845	167,101	-
1 st Year:	484,800	100,800	42,862	41,690	3,290	930	189,571	18,957
2 nd Year:	489,648	116,352	47,148	45,859	3,619	1,022	214,000	40,357
3 rd Year:	494,544	127,308	49,505	48,152	3,800	1,074	229,839	51,057
4 th Year:	499,490	133,527	50,000	48,633	3,838	1,084	237,083	53,356
Totals:	2,448,482	564,387	228,479	222,234	17,538	4,955	1,037,594	163,727

Table 4.2 – Transit Passenger Trip Data

(Source: RIDES, JCMTD, SMTD, and SCT)

As shown in Table 4.2, after its fourth year of operation the SIMMS is expected to result in an increase of about 163,727 trips annually to and from the surrounding rural areas. Using the average passenger trip distance from the transit providers (5.8 miles), this would result in a reduction of 949,617 miles in passenger car traffic for the first four years. The resulting reduction in traffic and congestion will bring savings of fuel, travel times and emissions. These benefits contribute to the efficiency of the local economy and the attractiveness of the region for tourism and development. The annual benefits of this reduced passenger car mileage are discussed further in the Benefit Cost and Environmental sections of this submittal.

Additionally, in May of 2018, a major development in the region's public transportation system was announced. Following a study of transit service sponsored by the Southern Illinois Metropolitan Planning Organization (SIMPO), Southern Illinois University has partnered with a public transit agency for the first time to provide the Saluki Express Service. With this change, Rides Mass Transit District now serves as the provider of the Saluki Express service. SIU students will now be able to seamlessly connect with bus service outside of Carbondale via RMTD existing routes. This service will be provided at no additional cost to students. An additional benefit to this

change is that the region will qualify for additional transit funding via the Small Transit Intensive Cities (STIC) program. This will be new funding for the area and will help to sustain an expanded and robust urban transit service. This change aligns perfectly with the consolidation and coordination benefits that will be provided to the local transit system by the SIMMS.

The SIMMS project benefits an economically distressed area. The Median Household Income and the 2017 Per Capita Income for Jackson County are lower than the Illinois averages; and, the 2018 Poverty Rate for Jackson County is the second highest in the State of Illinois and well above the national average.

RIDES MASS TRANSIT DISTRICT

- Provides deviated and point deviated routes for 18 Southern Illinois Counties
- Employs 250 people
- Contributes over \$20 million to the Southern Illinois economy
- Averages 100,000 trips per month, 46,000 in the urban area/Carbondale
- Provides over 40,000 employment trips per year to Carbondale
- Provides over 350,000 trips to SIU per year
- Provides over 10,000 medical trips per year to Carbondale

(Source: RMTD June 2019)

The 2017 median household income in Jackson County of \$36,008 is 62.45% percent of the United States median household income of \$57,652. Additionally, the 2017 per capita income in Jackson County of \$23,455 is 75.23% of the United States per capita income of \$31,177. As of April 2019, The Bureau of Labor Statistics reports that Jackson County has an unemployment rate of 3.9% which is above the national average of 3.6%. However, this is very misleading since Jackson County has a labor participation rate of 56.5% which is well below the national rate of 63.0% according to US Census Bureau data. This low labor participation rate indicates that many

unemployed persons are not actually in the labor force and are not being counted. Another finding by GERPDC in 2018 was that it's estimated that nearly 17,000 people that should be working are actually absent from the workforce; this is only in the GERPDC 5-county footprint. Income disparities are further illustrated by the fact that Jackson County is a persistent poverty county. According to the US Census Bureau, 29.2% of Jackson County residents are below the poverty level. Working to reverse poverty has become a national priority and many new federal budgets require investments aimed at alleviating persistent poverty.

2017 Statistic	Jackson County	U.S.
Median Household Income	\$36,008	\$57,652
Per Capita Income	\$23,455	\$31,177
Poverty Rate	29.2%	12.3%

Table 4.3 – Income & Poverty Comparison

(Source: US Census Bureau)

The southern Illinois region contains 10 of the 15 Illinois counties with the highest poverty rate (see Table 4.4) and Jackson County is one of only three Counties in Illinois and one of 7 counties in the six state Chicago Region of the Economic Development Administration (Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin) that meets the definition of a persistent poverty county. The other two Illinois counties with persistent poverty (Alexander, Pulaski) are included in the service area of SIMMS. As the American Public Transportation Association reports (2017), rural households spend 7% more of their household budgets on transportation than their urban counterparts. This is due primarily to increased travel expenditures for gas, and vehicle maintenance. The increase in ridership due to SIMMS will help lower travel expenditures and allow rural residents to retain more of their income, which will help to alleviate poverty in all three (3) Illinois Persistent Poverty counties.

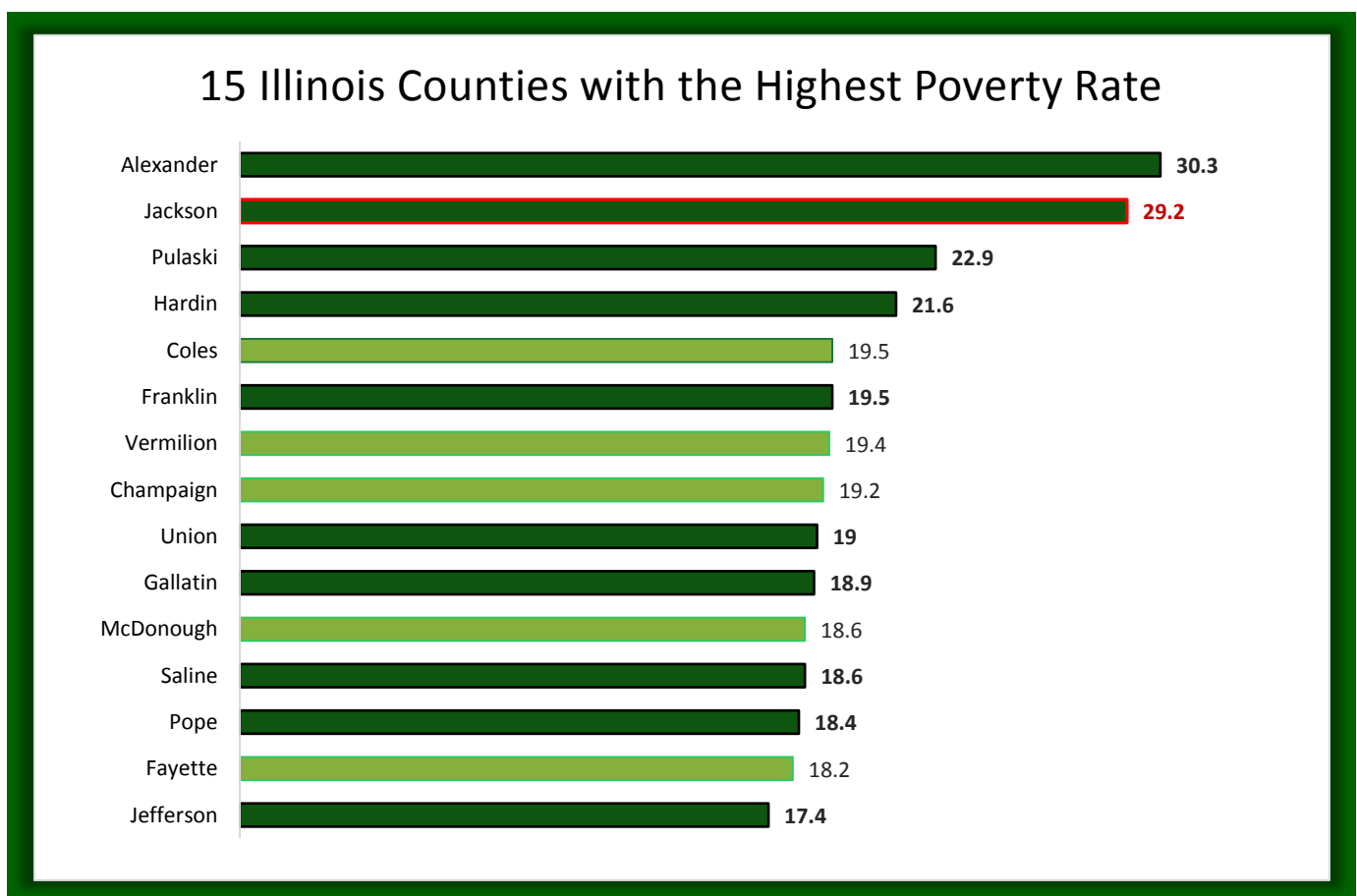


Table 4.4 - Highest Poverty Rate Counties in Illinois
(Source: USDA Economic Research Service)

The economic competitiveness and viability of the City of Carbondale is dependent upon its ability to connect with the surrounding region. To that end, primary economic benefits of the Southern Illinois Multi-Modal Station are as follows:

- The project will provide jobs and activities in close proximity to the station. In addition to permanent and part-time jobs, the development of SIMMS will create approximately 100 high-paying, temporary construction jobs.
- The project will spur economic revitalization of downtown Carbondale due to the increased flow of commuters and visitors through the station.
- The project will enhance and support future redevelopment of currently vacant and underutilized land in downtown Carbondale.
- The project will facilitate access to the southern Illinois region's recreational and entertainment facilities including SIU, Giant City State Park, Shawnee National Forest, CONWR, the Shawnee Hills Wine Trail, and many other tourist venues that will bring additional visitors to the region and will promote economic development.

4.4 Environmental Sustainability

Rail is already among the cleanest and most energy efficient of the passenger transportation modes and the SIMMS will be one of the most energy efficient buildings in Carbondale and southern Illinois. Decisions that support environmental sustainability, including criteria from LEED and ENVISION programs, will be incorporated into the design, construction, and operation of the multimodal center. The significant long-term benefits in sustainability provided by the project include:

The project design incorporates reduced reliance of both commuters and residents of the City of Carbondale, and students at SIU, on single-occupancy vehicle transportation by providing enhanced transportation mode choices, ease of use, and improved connectivity to other modes of transportation in a convenient location. As stated in Section 4.1, SIMMS will reduce vehicle miles traveled by about 1,280,000 miles in its first year. Using the current average fuel economy of U.S.

passenger cars (22 mpg), SIMMS would result in the savings of about 59,000 gallons of fuel. Over the span of the Benefit Cost Analysis (40 years) the SIMMS is estimated to reduce VMT by about 82.2M miles which would result in a fuel savings of 3.7 million gallons. Additionally, the reduced VMT will result in a reduction of vehicle emissions (details are included in the Benefit Cost Analysis). Over the span of the BOC analysis, the SIMMS will result in a reduction of 19 tons of volatile organic compounds, 23 tons of Nitrous Oxide, 1 ton of particulate matter and 1 ton of Sulphur Dioxide.

Appropriate green street design and Low Impact Development best management practices are intended to be standard components of the station's building and surrounding parking and streetscape design. This will yield significant benefits of reducing environmental impacts through more permeable surfaces, context-sensitive stormwater capture, retention and distribution



methods, and enhanced landscaping elements. While difficult to quantify and monetize, the fact that such benefits will ultimately be realized should be considered.

The project will be designed to be LEED certified and will incorporate the ASCE Envision™ rating system as a guidance tool for sustainable infrastructure design. The design of SIMMS will be completed so that the station will be LEED certified and will incorporate the relative tenant of green building design elements utilized by the American Society of Civil Engineers (ASCE) Envision™ rating system as a guidance tool for sustainable infrastructure design. Studies by the United States Green Building Council conclude that an upfront investment of 2% in green building design, on average results in a life cycle savings of 20%-30% of the total construction costs.

- Streetscaping and connectivity improvements throughout the project encourage bike and pedestrian usage through enhanced accessibility while promoting new business opportunities.
- The project design encourages the redevelopment and reuse of deteriorated and underutilized land parcels, rather than the development of open land. The multimodal center will serve as a catalyst for redevelopment of surrounding properties to support the passengers utilizing the center.
- The project is located in an area that can be served by the existing infrastructure (roads, utilities, rail tracks); therefore, major infrastructure construction will not be required as additional road or transit infrastructure is not necessary.
- Water and energy efficiencies will be incorporated into the design of the center. Water-efficient landscaping and facility water systems will reduce the amount of water needed. Energy-efficient HVAC systems will be installed as well as other sources of green power.
- The project will result in improved stormwater management which will reduce the net runoff of rain water.
- Design features will be incorporated into the center to enhance lighting controls, thermal comfort, and interior daylight access which results in indoor environmental quality.
- Construction of the multimodal center will include low construction waste, use of recycled materials, and locally-sourced materials.
- Design of outdoor spaces to include plazas and green spaces that are landscaped with trees and plants to enhance the urban downtown setting. The design will utilize plans that help remove harmful compounds from the air and include plants and features that are water efficient.

4.5 Quality of Life

SIMMS will greatly enhance the quality of life in the City of Carbondale, Jackson County, and the greater southern Illinois region. The multimodal center will serve as the regional hub to connect buses, taxis, mass transit services, bicycles, pedestrians, personal automobiles, and

passenger trains. The population within a 60-minute drive of downtown Carbondale is over 450,000 people. This diverse population will greatly benefit from a centralized location for multiple transportation modes and will help to foster livable communities.

SIMMS will benefit a diverse group of people including:

- **Economically Disadvantaged Citizens** –

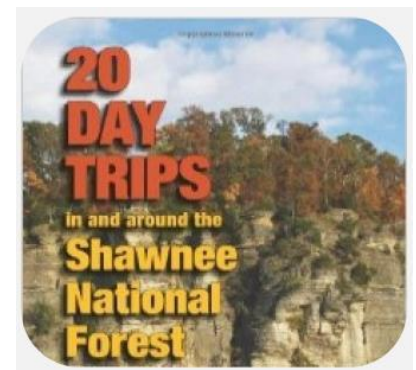
According to the Bureau of Labor Statics released in August, 2017, transportation costs are the second most significant expenditure, outranked only by housing costs, for the average US citizen. The multimodal center will connect multiple modes of transportation at one centralized location for access to other locations within the city, county, or other metropolitan areas. Increased efficiencies in the transit network will incentivize ridership, thus reducing transportation costs for citizens.



- **Disabled Citizens** – Access to transportation that will enhance mobility and independence. The multimodal center will provide an ADA compliant facility to ease access to services for disabled residents.

- **Senior Citizens** – Transportation choices, including low cost alternatives, for the driving averse.

- **Tourists** – Transportation choices for weekend trips to destinations in the region including microbreweries, distilleries, wineries, golf courses, and outdoor recreational areas including Giant City State Park, CONWR, Little Grand Canyon, Garden of the Gods, and Trail of Tears State Park. The Hilton Home2 Suites now open in downtown Carbondale, directly across from the multimodal center provides overnight and extended stay accommodations for travelers. Residents of the greater southern Illinois region can more easily visit other metropolitan areas including Chicago, Memphis, and New Orleans via Amtrak.



- **Non-Drivers** – Create a centralized location for transportation modes to local, regional, and national destinations for work, support services, educational, and recreational activities.

- **Students** – SIMMS will be located less than one (1) mile from SIUC. Both SIMMS and SIUC will have multiple stops and routes from SIUC’s mass transit system (Saluki Express) serving them. Bicycle and pedestrian facilities are also planned to connect the multimodal center to campus and student housing areas as well. Other universities, such as the University of Illinois Urbana-Champaign and Eastern Illinois University are located along the Amtrak



Illini and Saluki routes in Illinois. Students at SIUC not only travel between home and school via Amtrak but also visit friends and attend events at other universities via train. Shuttles, ride services, family, and friends transport students to the station that are traveling to other universities outside the Carbondale area, including St. Louis, MO; Cape Girardeau, MO; Evansville, IN; and Paducah, KY.

- **Business Community** – SIMMS will provide convenient access to various medical, educational, and other business establishments via the transportation services available at the center. Business meetings/conferences in Carbondale and the surrounding area can be accessed without dependence on private passenger vehicles. South Central Mass Transit offers daily routes to the St. Louis Metrolink which provides regional commuter rail service to stops throughout St. Louis as well as to St. Louis Lambert International Airport. The multimodal center will also provide ample parking for residents of the greater southern Illinois region who are taking Amtrak to Chicago, Memphis, or other metropolitan areas for meetings and conference.

- **Patrons of the arts, sporting events, etc.** –

Patrons can more easily access their interests due to the multimodal center. In addition to the quality of life benefits achieved through strengthening transportation interconnectivity, SIMMS will contribute to the surrounding area residents’ quality of life as the station will serve as a catalyst for further revitalization of downtown Carbondale. The *Downtown Master Plan* includes strategies and goals for creating a sustainable community that includes a mixture of housing, office, retail, and other amenities integrated into a walkable downtown neighborhood proximate to high quality public transportation.

DOWNTOWN CARBONDALE MASTER PLAN



Revitalized downtown areas have significant benefits to individuals, communities, regions, states, the economy, and the natural environment.

- **Parents** – A major obstacle to employment for many rural residents is the unavailability of convenient childcare. SIMMS incorporates a childcare facility that will enable residents to travel with their children to Carbondale where they can be assured that they are safely taken care of while working. This amenity will open doors to new job opportunities and to career advancement to many people that currently limited due to an absence of affordable and

reliable childcare options.

4.6 Innovation

Sustainability – SIMMS boasts innovation in the areas of facility siting, use, and design, as well as its expected impact on the transportation network and user travel habits for the residents and students in the City of Carbondale, the greater southern Illinois region, Illinois and neighboring states. The City of Carbondale has partnered with the private sector, SIU, non-profits, Amtrak, CN, and several mass transit districts to develop a center that includes innovative, environmentally sustainable features. Some of these innovative features include:

- Site Sustainability
- Energy Efficiency
- Water Efficiency
- Construction Materials
- Indoor Environmental Quality
- Outdoor Plazas and Green Space



Innovative Financing – The City of Carbondale created a tax increment financing (TIF) district in 2012 that encompasses the entire downtown area, including the site of the SIMMS project. The TIF was created to provide an additional revenue source to help fund downtown improvements. Several new downtown projects, including a new hotel directly across from the SIMMS site, have increased the total equalized assessed valuation of the property within the TIF, which is producing new revenue that the City must expend within the boundary of the TIF. Expenses for public projects, like SIMMS, are qualified expenditures and the City expects to utilize some new TIF revenue to subsidize the local match requirement.

Innovative Technologies – As previously stated in Section 4.1 the City will deploy state of the art surveillance monitoring at this facility.

Mixed-Use Development – SIMMS will not only serve as a multimodal station but also includes a space to serve as a gateway to the region to welcome travelers from other cities, states, and countries to the Carbondale area and southern Illinois. The transportation center is located in downtown Carbondale and will serve as one of the key developments in revitalizing the downtown area. The Carbondale *Downtown Master Plan* includes strategies and plans for the revitalization of the downtown area to include retail shops, restaurants, sidewalk cafes, bike trails and accommodations, ADA accessibility, and streetscape improvements. It is anticipated that new businesses to support the multimodal transportation center will develop as plans and construction begin.



Operation During Construction – Construction plans for SIMMS have been developed to allow continuous and seamless operation of Amtrak, Greyhound, and transit services throughout all phases of construction. Therefore, the necessity and cost of a temporary station and/or bussing

from a nearby Amtrak station is not warranted.

4.7 Partnership

SIMMS truly embodies a model of collaboration, partnership, and teamwork among local, state, and federal stakeholders. Beginning with the conceptual stages, the City of Carbondale has reached out to, engaged, and worked with various public and private project partners to make certain that this project will meet the needs of the regional transportation network, promote sustainable travel, create a more livable community, and spur economic development. The SIMMS project brings together a diverse group of project partners for the successful development, construction, and operation of the station.

The recently completed study of the local transit system was a collaborative effort by SIMPO, RMTD, JCMTD and the Saluki Express systems. A primary recommendation of the study was that all ridership data for the providers be captured and reported to the National Transit Database (NTD) so that the urban area could receive additional funding through the Small Transit Intensive Cities (STIC) funding program. This change has been fully implemented with RMTD now providing the Saluki Express service and by meeting specific federal performance measures the transit providers have already qualified for substantial additional funding. This collaborative effort will be enhanced even further with construction of the SIMMS making coordination of the systems a seamless experience for transit users.

Project Partners Include:



City of Carbondale, Illinois

- BUILD Grant Applicant
- Previously expended \$165,680 for design and property acquisition for the project
- Committed \$4,122,000 of design & construction (20% match)



Illinois Department of Transportation

- Project Partner – Jurisdictional agency responsible for University Avenue and Illinois Avenue (US Route 51) through downtown Carbondale.



Saluki Express (by RIDES)

- Project Partner
- SIU's mass transit system
- Provides transportation to SIU students, faculty, and staff as well as the Carbondale community.
- Connects SIU with retail shopping areas.



RIDES Mass Transit District

- Project Partner
- Serves 18 county rural area in southern Illinois
- Provides affordable, safe & accessible transportation
- Promotes independence, self-sufficiency & economic opportunity



Jackson County Mass Transit District

- Project Partner
- Provides on-demand and fixed route transportation services



South Central Illinois Mass Transit District

- Project Partner
- Provides safe, reliable & cost-effective public transportation to six rural southern Illinois counties (Marion, Jefferson, Clinton, Franklin, Perry, and Washington)
- Committed to enhancing economic development & quality of life through affordable and accessible transportation



Shawnee Mass Transit District

- Project Partner
- Services the 5 southern-most, rural counties in Illinois
- Provides safe, affordable & effective transportation
- Currently provides over 10,000 trips per month
- Emphasis on service to seniors, the disabled & economically disadvantaged
- Makes communities more livable by increasing the availability of necessary services & maximizing employment opportunities



Southern Illinois University Carbondale

- Project Partner.
- Largest employer in the City of Carbondale and southern Illinois region.



Canadian National Railroad

- Project Partner
- Owner and maintenance responsibilities for railroad track.
- Owns station platform.



Amtrak

- Project Partner
- Provides passenger train service, including daily trips to Chicago and New Orleans
- Anchor of new multimodal transportation center



Greyhound

- Project Partner
- Provides intercity bus service.

4.8 Non-Federal Revenue for Transportation Infrastructure Investment

The City of Carbondale has committed to fund 20% of the remaining costs (\$4,122,000) and the remaining 80% (\$16,486,000) would be funded with the federal BUILD grant. A resolution by the City of Carbondale committing the city's cost share is included in Appendix D.

5.0 Project Readiness and Technical Feasibility

This project was conceived in May, 2013 when the City of Carbondale contacted Amtrak to express their interest in pursuing the development of a multimodal facility in Carbondale. Shortly thereafter in July, 2013 the City engaged an architect to review the Amtrak *Station Programming and Planning Guidelines* and begin vetting the feasibility of this project. In the fall of 2013, the design team was assembled and work began on preliminary design of the project. Over the next 24 months the design team and City staff met with numerous entities to discuss their interest and partnership in the project, these are listed in Section 5.3. Preliminary design and final cost estimates were completed in the early spring of 2016. The project team completed all design to date in collaboration with the Amtrak Real Estate Development Office in Washington, DC who reviewed the current design in November 2018. The details of the design are summarized below:

I. Preliminary Station Design Criteria: *The Amtrak Station Program and Planning Guidelines* were reviewed in its entirety for design compliance including but not limited to the following:

- By Amtrak definition based on ridership and train frequency, the new Carbondale Multimodal will be a Category 2 - Medium Station.
- Internal layouts comply with Category 2 Station performance for pedestrian traffic flow, access to boarding, off-loading and baggage.
- Additional services are required within the facility such as public toilets, access to food service and similar customer support venues.
- Determination in coordination with Amtrak of Station Platform side configuration and ATR (Above Top Rail) relationships of the existing tracks to the new Station have been addressed. Design exception has been submitted to FRA to construct station platform at 8" ATR versus ADA height of 42" due to freight traffic on host rail line.
- Design goals such as "Transparency", the trains being visible to the public especially upon arrival to the station, as well as "Layers" to add visual interest to the station. Visual 'sight lines' have been reviewed to correspond with arrival axis, street views and related.
- Architectural features calling attention to the Category 2 Station is outlined in the Amtrak Guide and accomplished with a taller building centerpiece tower housing the elevator shaft. Two additional and smaller flanking towers on each end of the site create a tripartite design. The South Tower provides shelter to the stairs in the open parking garage while also prominently displaying a large clock for traveler's convenience. The north tower with drop-off canopy providing an important view to heavily travelled State Route 13 East – designating bus pick-up and waiting.
- A colonnade/esplanade provides full access for various traffic modes – walking, driving and bicycle – incorporating a pleasant repeating rhythm into the design.
- Preliminary Designs were forwarded for initial review various engineers including Structural, Mechanical, and Civil disciplines.
- Design considerations must also be in coordination with Canadian National (CN) Rail; noting that Amtrak design considerations are to be coordinated by Amtrak direct with CN.

II. Schematic Design/Design Development has been reviewed in multiple meetings, conference calls and written correspondence. Preliminary approvals by numerous institutions including Amtrak, IDOT District 9, IDOT Transit – Chicago, Area Transit Organizations, Greyhound, SIU Transit as well as Public Meeting(s) are in place.

- Pedestrian, Bicycle and vehicular access to a ‘tight’ downtown urban site have been reviewed and approved by the above entities.
- Parking design loads have been evaluated and a Parking Garage has been preliminarily designed and incorporated into the site.
- Possible Construction Phasing has been discussed.

III. Schematic Design/Design Development Documents consisting of Floor Plans (both levels); a Site Plan and a principal view of the street side West Elevation have been completed.

- Preliminary design was created under the following codes: IBC 2003 (City of Carbondale), NFPA 101 (2000) – State of Illinois, Illinois Accessibility Code and the American with Disabilities Act (ADA) as well as the Amtrak Station Program and Planning Guidelines previously mentioned. Additional code criteria will apply including IDPH Plumbing Code, Food Service and Sanitation Code, etc.
- The First or “Main” Floor Plan consists primarily of the transportation related functions – namely, Amtrak, various Ride-Share programs as well as a Greyhound bus service office. Ancillary services are also included such as circulation spaces with waiting areas, public use facilities, a café area as well as mechanical and support spaces. The total gross square footage (GSF) this level is approximately 18,800 GSF. Following is a preliminary breakdown of programmed spaces by square feet (SF) without accounting for wall thicknesses, mechanical chases, etc.:

○ Amtrak	6020 SF
○ Ride-Share Services	2475 SF
○ Greyhound	485 SF
○ Café	1250 SF
○ Public Circulation	5850 SF
○ Public Toilets	630 SF
○ Mechanical	<u>780 SF</u>
Preliminary First Floor Total:	17,490 SF

- The Second Floor Plan consists of Multi-Use spaces, a childcare space, and necessary vertical and horizontal circulation with open gallery areas that overlook that main concourse. Public use facilities as well as mechanical and support spaces are also included. Noting that the wing extends over the bus drop-off/boarding area, the upper level floor area expands to approximately 21, 400 GSF. The following is a preliminary breakdown of areas:

○ Multi-Purpose/Childcare	8150 SF
○ Lease	3400 SF
○ Public Circulation/Gallery	8270 SF
○ Public Toilets	480 SF
○ Mechanical	<u>870 SF</u>

Preliminary Second Floor Total: 21,170 SF

- The SIMMS facility total program accommodates a gross square footage of approximately 40,200 GSF.
- The two-level Parking Garage on the south side of the complex accommodates a total of 145 cars including accessible spaces with direct pedestrian connection to the SIMMS facility. The main level of the garage houses ramp parking and is a covered esplanade for arrivals and departure pick-up/drop-off including ride-share transit parking, bicycle rental or repair as well as other business services. This is handled in a ‘strip-mall’ fashion as a mixed use flexible space. The covered level also provides covered access from the Amtrak portion of the facility to the rail platform. The second level of the garage is parking with vertical circulation on each end and direct pedestrian elevator or stair access to the SIMMS facility. The Parking Garage is approximately 39,930 GSF each level.
- Additional staff and service parking is available to the east accommodating approximately 18 parking, accessible parking or drop-off spaces.
- A trellis covered terrace area is provided at the northwest corner adjacent to the intersection of Route 13 East and South Illinois Avenue. This is a prominent intersection that provides a pedestrian link to adjacent businesses and the Carbondale City Hall.
- Feature towers are provided with a main entrance centerpiece tower as suggested by the Amtrak design guide. Additional smaller towers are provided on each end in a tripartite fashion to accommodate protection to the south parking garage stair and to accommodate the traveler’s northwest visual connection to the busy State Route 13 and the nearby City Hall.

The City has already secured, or has negotiated the sale of land, all of the property needed for this project which includes 3 parcels. All property acquisition has been done in accordance with CFR part 24 and CFR part 710.

5.1 Project Schedule

Significant progress has already been made on the SIMMS project with both conceptual and preliminary design being completed in spring 2016. Additionally, preliminary environmental and cultural resource approvals were secured (please see section 6.3). This due diligence will allow SIMMS to quickly move through the final project design phase to the bidding phase in six to eight months from award of BUILD Grant funds. This will easily allow the project obligate funding well in advance of the September 30, 2020 requirement. Construction is expected to take 18 to 24 months; a more detailed project schedule is included in Table 5.1 below.

Task	2019				2020				2021				2022				2023			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
BUILD Grant Application																				
BUILD Grant Funding Awarded																				
Design Team Contract Approval																				
Final Property Acquisition																				
SIMMS Design																				
75% Project Design Review																				
Environmental Assessment																				
99% Project Design Review																				
SIMMS Bidding & Project Award																				
Phase I – Main Building & Platform																				
Demolition of Existing Station																				
Phase II – South Wing & Parking																				
SIMMS Grand Opening																				
Project and BUILD Closeout																				

Table 5.1: Southern Illinois Multi-Modal Station Project Schedule

5.2 Required Approvals

The project will be constructed in accordance with NEPA guidelines. The project site is located fully within previously disturbed areas so no biological concerns are anticipated. The Illinois State Historic Preservation Office has determined that no historic or cultural resources will be impacted (August 2016). In addition, a Preliminary Environmental Site Assessment (PESA) was completed in February, 2016 and no significant environmental issues were identified (the complete PESA is available on the project website). A final Environmental Site Assessment (ESA) of the project site will begin shortly after the award of the BUILD grant. Due to the previously disturbed nature of the project site no environmental permits are anticipated.

A public meeting for the project was held on September 3, 2014. There were 39 attendees at the public meeting and 8 comments in favor of the project were submitted. No negative comments were received. The project will require approval/coordination with Amtrak and the Canadian National Railroad. Accordingly, a Memorandum of Understanding between the City of Carbondale, Amtrak, and the CN Railroad is currently being finalized.

The City of Carbondale has worked closely with the Illinois Department of Transportation (IDOT) to coordinate entrances and traffic flows at SIMMS and have tentatively approved the site design.

5.3 Assessment of Risk

No significant project risks have been identified. A Category 2 – Medium Station involves only typical building and foundation construction. Due to the previously disturbed nature of the site, no biological resources are present. Historic and cultural resource clearance has been received and no significant issues were identified in the PESA. The project will require the acquisition of

two parcels; each was previously under contract and prices have been negotiated with contracts ready for execution immediately following the award of funding.

6.0 Benefit-Cost Analysis

SIMMS requires a significant capital investment; however, the benefits of the investment are significant as well. In conformance with the BUILD Discretionary Grant application, a benefit-cost (B/C) analysis (BCA) has been prepared for this project. The resulting B/C ratio is 1.13 (discounted 7%). A summary of the benefits and costs is included in the Appendix. The sensitivity analysis for the B/C ratio was also prepared with a discount rate of 3% and this resulted in a B/C ratio of 1.99. The B/C ratio was prepared for a 40-year period after the construction of the transportation center is completed. Table 7.1 and Table 7.2 depict the summary of the benefits and costs included for the BCA. Appendix A includes the BCA spreadsheet and supporting information.

The costs for the SIMMS project include engineering design and analysis, property acquisition, construction, and station operation and maintenance. The engineering costs include both preliminary and final design for construction plans, specifications, and estimates. The preliminary station design has been completed. Per the BUILD BCA guidelines, previous costs already expended by the City for the project have not been included.

	Total	Discounted 3%	Discounted 7%
Benefits	\$92,271,443	\$46,921,443	\$22,968,503
Costs	\$28,259,240	\$23,614,889	\$20,372,914
B/C Ratio	3.27	1.99	1.13

Table 6.1: Summary of Benefit-Cost Analysis (dollars) – SIMMS

Analysis Item	Outcome
Current Status/Baseline & Problem to be addressed	<ul style="list-style-type: none"> Existing, aging Amtrak Station Station and facilities need ADA upgrades Current ridership exceeds capacity of station Does not provide central location for multiple modes of transportation No connectivity between transportation modes Inefficient and unsafe transfers between transportation modes Does not include office space for other transportation services or organizations Does not enhance and encourage revitalization and economic growth of Downtown
Change to Baseline/Alternatives	<ul style="list-style-type: none"> Construction of a new Southern Illinois Multi-Modal Station (SIMMS) to provide access for modes of transportation including: Amtrak, Transit Buses, Commuter Busses, Greyhound, Pedestrians, and Bicyclists No-Build
Type of Impacts	<ul style="list-style-type: none"> Revitalize Downtown Carbondale Meet future Amtrak ridership demands Create a true Multi-Modal facility Create new jobs Improve transportation connectivity Expand transportation alternatives in Downtown Carbondale Meet ADA design standards to provide transportation access to all users
Population Affected by Impacts	<ul style="list-style-type: none"> Amtrak passengers (local, regional & national) SIUC students, faculty, and staff Tourists to Carbondale & Southern Illinois region Business travelers Disabled and economically disadvantaged populations Residents of Carbondale, Jackson County, and Rural Southern Illinois Downtown businesses
Economic Benefit	Monetized value of: <ul style="list-style-type: none"> Vehicle operations & maintenance Reduced fuel consumption Reduced emissions Reduced travel time (due to congestion) Reduced accident costs Increases tourism
Summary of Results	Estimated dollar value of: <ul style="list-style-type: none"> Time savings Reduced pollution Reduced fuel consumption Reduced vehicle operations & maintenance Reduced accident costs
B/C Ratio	The results of the BCA are: <ul style="list-style-type: none"> No Discount: 3.27:1 3% Discount: 1.99:1 7% Discount: 1.13:1

Table 6.2: Summary of Benefit-Cost Analysis (explanations) – SIMMS

7.0 Federal Wage Rate Certification

Written certification is below that the City of Carbondale will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (federal wage requirements), as required by the FY 2018 Continuing Appropriations Act.



Office of the City Manager
200 S. Illinois Avenue
Carbondale, Illinois 62902
(618) 457-3226
gwilliams@explorecarbondale.com

FEDERAL WAGE RATE CERTIFICATION

I, Gary Williams, City Manager of the City of Carbondale, Illinois, hereby certify that the City of Carbondale, Illinois, the sponsoring agency for the Southern Illinois Multi-Modal Station, will comply with the requirements of Subchapter IV of Chapter 31 of Title 40, United States Code (Federal Wage Rate Requirements), as required by the American Recovery and Reinvestment Act or other federal regulations, if awarded BUILD Discretionary Grant funds for this project.



Gary Williams, City Manager
City of Carbondale, Illinois

8.0 Letters of Support

The need for a multimodal station in downtown Carbondale has gained project support from numerous community organizations, businesses, and planning agencies as well as state and federal legislators. 26 letters of support have been received in support of improved local and regional transportation options, the creation of jobs, and the revitalization of downtown Carbondale. Support letters are included in Appendix B.

United States Congress

- *Senator Richard J. Durbin, Assistant Democratic Leader (mailed directly to USDOT)*
- *Senator Tammy Duckworth*
- *Representative Mike Bost, 12th District Illinois*

State of Illinois Senators and Representatives

- *State Representative Terri Bryant, 115th District*
- *State Senator Dale Fowler, 59th District*
- *State Representative Patrick Windhorst, 118th District*
- *State Representative Dave Severin, 117th District (mailed directly to USDOT)*

Illinois State Government

- *Illinois Department of Transportation - Randall S. Blenkinshorn, Secretary (mailed directly to USDOT)*

Regional Transportation Partners

- *Greyhound Lines - John D. Baranowski, Senior Director (mailed directly to USDOT)*
- *Amtrak - Bryson S. Comati, Vice President Corporate Planning*

Local Governmental Agencies & Organizations

- *Carbondale Chamber of Commerce - Jennifer Olson, President & CEO*
- *Carbondale Main Street - Meghan Cole, Executive Director*
- *Jackson County Health Department – Bart Hagston, Interim Administrator*
- *Carbondale Park District - Kathy Renfro, Executive Director*

Educational Establishments

- *Southern Illinois University - John M. Dunn, Chancellor*
- *Carbondale Community High School District 165 - Stephen Murphy, Superintendent*

Regional & Local Planning Agencies

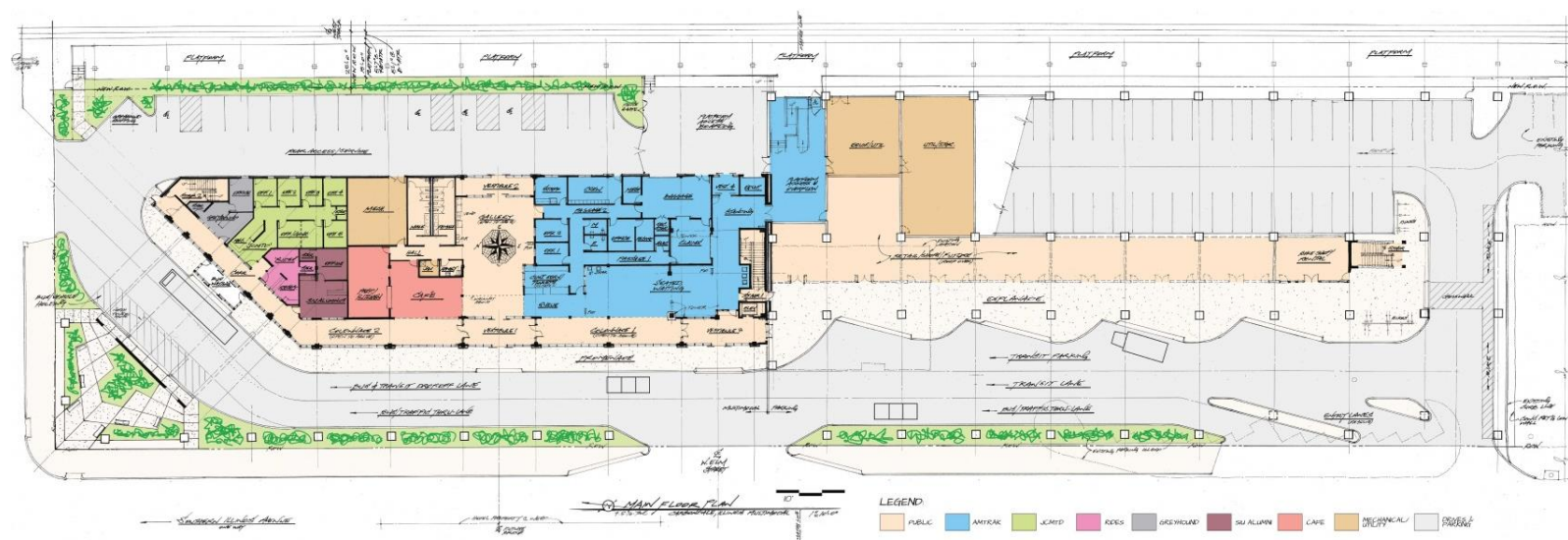
- ***Greater Egypt Regional Planning & Development Commission*** - Cary Minnis, Executive Director

Regional & Local Mass Transit Districts

- ***Rides Mass Transit District*** - Bill Jung, Chief Executive Officer
- ***South Central Illinois Mass Transit District*** - Sara Nollman-Hodge, Managing Director
- ***Shawnee Mass Transit District*** - Mike Pietrowski, Executive Director

Local Business & Industries

- ***Laborers' International Union of North America Local 773***— Jerry Womick, Interim Business Manager
- ***Bank Of Carbondale*** - Darren Berger, Business Development Specialist
- ***Bantara Bank*** - Shane Carsrud, Assistant Market Executive
- ***Good Samaritan Ministries*** - Patricia A. Mullen, Executive Director
- ***LongBranch Café*** - Elaine Ramseyer, General Manager
- ***The Women's Center, Inc.*** - Cathy McClanahan, Executive Director



APPENDIX A

Southern Illinois Multi-Modal Station: Benefit-Cost Analysis

July 2019

Location: Carbondale, Illinois

Project Type: Rural – Multi-Modal Transportation Center

Applicant: City of Carbondale

Type of Applicant: City Government

BUILD Funding Requested: \$16,486,000

DUNS Number: 096712948

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A1.0 Summary

Table 1: Summary of Benefit-Cost Analysis – Southern Illinois Multi-Modal Station

Analysis Item	Outcome
Current Status/Baseline & Problem to be addressed	<ul style="list-style-type: none"> Existing, aging Amtrak Station Station and facilities need ADA upgrades Current ridership exceeds capacity of station Does not provide central location for multiple modes of transportation No connectivity between transportation modes Inefficient and unsafe transfers between transportation modes Does not include office space for other transportation services or organizations Does not enhance and encourage revitalization and economic growth of Downtown
Change to Baseline/Alternatives	<ul style="list-style-type: none"> Construction of a new Southern Illinois Multi-Modal Station (SIMMS) to provide access for modes of transportation including: Amtrak, Greyhound, Commuter Busses, Transit Buses, Pedestrians, and Bicyclists No-Build
Type of Impacts	<ul style="list-style-type: none"> Revitalize Downtown Carbondale Meet future Amtrak ridership demands Create a true Multi-Modal facility Create new jobs Improve transportation connectivity Expand transportation alternatives in Downtown Carbondale Meet ADA design standards to provide transportation access to all users
Population Affected by Impacts	<ul style="list-style-type: none"> Amtrak passengers (local, regional & national) SIUC students, faculty, and staff Tourists to Carbondale & Southern Illinois region Business travelers Disabled and economically disadvantaged populations Residents of Carbondale, Jackson County, and Southern Illinois Downtown businesses
Economic Benefit	Monetized value of: <ul style="list-style-type: none"> Vehicle operations & maintenance Reduced fuel consumption Reduced emissions Reduced travel time (due to congestion) Reduced accident costs Increases tourism
Summary of Results	Estimated dollar value of: <ul style="list-style-type: none"> Time savings Reduced pollution Reduced fuel consumption Reduced vehicle operations & maintenance Reduced accident costs
B/C Ratio	The results of the BCA are: <ul style="list-style-type: none"> No Discount: 3.55:1 3% Discount: 2.19:1 7% Discount: 1.25:1

A2.0 Introduction

This document provides a description of the input data and the methodological standards utilized for the benefit-cost analysis (BCA) of the SIMMS project as submitted by the City of Carbondale, Illinois for the BUILD Grant funding.

BCA is a conceptual framework that quantifies, in monetary terms, as many of the costs and benefits of a project as possible. Benefits are broadly defined. They represent the extent to which people impacted by the project are made better-off, as measured by their own willingness-to-pay. In other words, central to a BCA is the idea that people are best able to judge what is “good” for them, what improves their well-being or welfare.

BCA also adopts the view that a net increase in welfare (as measured by the summation of individual welfare changes) is a good thing, even if some groups within society are made worse-off. A project or proposal would be rated positively if the benefits to some are large enough to compensate the losses of others.

Finally, BCA is typically a forward-looking exercise, seeking to anticipate the welfare impacts of a project or proposal over its entire life-cycle. Future welfare changes are weighted against today’s changes through discounting, which is meant to reflect society’s general preference for the present, as well as broader inter-generational concerns.

A2.1 Analysis Framework

The BUILD project is expected to produce both quantifiable and less tangible qualitative benefits. The benefit-cost analysis conducted for the SIMMS project includes the quantifiable benefits and considers impacts and externalities of sufficient quality.

The specific methodology developed for this application was developed using the above BCA principles and the American Association of State Highway and Transportation Officials (AASHTO) guide *User Benefit Analysis for Highways* (August 2003) and with the ARRA guidance in the Federal Register. In particular, the methodology involves:

- Establishing existing and future conditions under the “build” and “no-build” scenarios.
- Assessing benefits with respect to each of the long-term outcomes identified in the Notice of Funding Opportunity (NOFO).
- Measuring benefits in dollar terms, whenever possible, and expressing benefits and costs in a common unit of measurement.
- Using DOT guidance for the valuation of travel time savings, benefits, and reductions in air emissions, while relaying on industry best practice for the valuation of other effects.
- Discounting future benefits and costs with the real discount rates recommended by the DOT (7% and 3% for sensitivity analysis).
- Conducting a sensitivity analysis to assess the impacts of changes in key estimating assumptions.

A typical benefit-cost analysis uses a standard 20-year lifecycle to facilitate comparisons across projects. Per the guidelines, coupled with the expected life span of the SIMMS building and appurtenances, a 40-year lifecycle was used for this analysis. A typical benefit-cost analysis for a transportation project measures four primary categories of user benefits:

- Travel time savings
- Vehicle operating cost reductions
- Safety improvements
- Emission reductions, including greenhouse gases

For the BUILD Grant application, the benefit-cost analysis has been expanded to include vehicle crash reductions.

Project capital costs are estimated annually from the start of construction to 4 years after the project construction is completed and the facility opened to users. Project capital costs include:

- Property acquisition
- Engineering and design
- Construction

In addition to project capital costs, the project will have annual costs after construction is completed and the station is opened to users. These annual costs include operation and maintenance (O&M) costs. The O&M costs include items such as:

- Station cleaning and maintenance
- Utilities (electricity, telephone, gas, water, internet, etc.)
- Landscaping maintenance
- Parking lot, sidewalk, and outside maintenance (such as landscaping, snow removal, etc.)

The future O&M costs (per square foot of station area) for the new station and parking garage were developed based upon similar O&M costs provided by the City of Carbondale for maintenance of the historic passenger railroad depot.

The O&M costs for the new station shown in the BCA also account for the net difference between the O&M costs for the existing station and the O&M costs for the new station. Since the existing station is already incurring O&M costs, the BCA only uses the additional O&M costs for the new station based on the planned size and its energy-efficient and environmentally friendly design.

The definition of project cost is more inclusive than construction costs or the funding requested from the BUILD Grants. This methodology is conservative, but it reflects the true agency costs over the lifecycle of the proposed project.

Several sources of input data were consulted, examples include:

- *Downtown Revitalization Background Review*, City of Carbondale, August 2012
- *Downtown Master Plan*, City of Carbondale, 2014
- *Carbondale's Railroad History* (<http://explorecarbondale.com/carbondales-railroad-history>)
- *City of Carbondale Comprehensive Plan*, City of Carbondale, June 2010
- *Downtown Development Plan 1990-200*, City of Carbondale, May 1990
- *Amtrak Station Program and Planning Guidelines*, Amtrak, May 2013
- U.S. Energy Information Administration
- *2006-2014 Illinois Crash Facts and Statistics*, Illinois Department of Transportation
- *An Urban Beginning: Moving Forward Together; SIMPO 2040 Long Range Transportation Plan*, Southern Illinois Metropolitan Planning Organization, September 2015
- *Multi-Modal Transportation System Assessment*, Southern Illinois Metropolitan Planning Organization, June 2014
- *Midwest Regional Rail Initiative Benefit Cost & Economic Analysis*, Transportation Economics & Management Systems, Inc. in association with HNTB, November 2006
- *Benefit-Cost Analysis Guidance for BUILD Applicants*

A3.0 Economic Assumptions

This section summarizes the economic assumptions utilized for the BCA for the SIMMS project to comply with the guidelines of the BUILD Discretionary Grant. In the cases where the BUILD Discretionary Grant guidelines did not specify value, documented standard values were utilized.

A3.1 Discount Rate

The guidance in the Federal Register for the discount is 7%. For the sensitivity analysis, the discount rate is 3%.

A3.2 Study Period

The City of Carbondale has completed the preliminary environmental site assessment for the project site, as well as the preliminary engineering layout and supporting schematic architectural design for the station. Preparation of the final engineering plans, specifications, and construction documents will begin in early 2020. Final construction plans and documents will be completed within 6 months. The project will be advertised for bid for contractors during the fourth quarter of 2020 and the contract for the construction of the station should be awarded shortly thereafter. The construction of SIMMS is expected to be completed and the station opened during the first quarter of 2023.

The BCA study period is 40 years, beginning at the end of the first quarter of 2023 and ends in the fourth quarter of 2062.

A4.0 Project Overview

The project under analysis consists of the design and construction of a new Multi-Modal transportation center, SIMMS, in Downtown Carbondale. SIMMS will include a new two-story station and parking garage. The project also includes the demolition of the existing station.

The purposes of the proposed project are to:

- Create a Multi-Modal station to connect Amtrak, Greyhound, Jackson County Mass Transit, South Central Illinois Transit, Shawnee Mass Transit, RIDES Mass Transit, Saluki Express, taxis, passenger vehicles, bicycles, and pedestrians in one, central location in Downtown Carbondale to encourage Multi-Modal trips (**Economic Competitiveness and Quality of Life**)
- Reduce fuel consumption and emissions (**Environmental Sustainability**)
- Design and construction of a modern station, per the Amtrak Station Programming Guidelines, to meet future transportation needs and ridership (**State of Good Repair**)
- Provide safe accommodations for motorized and non-motorized transportation users to connect to other modes to transportation, including ADA accessible facilities (**Safety**)
- Design and construction of a station that meets the safety and security needs of patrons (**Safety**)
- Create jobs in an economically disadvantaged region; connect people with employment, education, healthcare, and other essential services via safe, reliable and affordable transportation; and revitalize Downtown Carbondale (**Economic Competitiveness**)
- Spur and enhance the revitalization of Downtown Carbondale (**Economic Competitiveness**)
- Connect people with employment (**Economic Competitiveness**)

A5.0 Base Scenario and Alternatives

The base or, “no build”, scenario includes utilizing the existing Amtrak station throughout the 40-year design year (See USDOT Benefit-Cost Analysis Guidance for BUILD and INFRA Applications). The alternative or “build” scenario includes the construction of the Multi-Modal transportation center, SIMMS.

A6.0 Amtrak Passenger Ridership

The existing Amtrak ridership volume at the Carbondale Amtrak station was obtained from the National Association of Railroad Passengers. Ridership data between 2009 and 2016 was collected to determine the annual average growth rate of riders at the station. It was determined that the “background” Amtrak ridership at Carbondale will increase at 0.80% per year. The background Amtrak riders will use the station whether or not the new Multi-Modal center is constructed. Background ridership is influenced by many factors which can have either a positive or negative impact on ridership. For example, rising gasoline prices would tend to increase ridership while low fuel prices would result in lower ridership. On time performance of Amtrak trains has had a negative effect on ridership in recent years with estimates of as high as 25% reduction in

ridership due to poor on time performance. The Amtrak service in Carbondale is hosted on a Canadian National railway and thus must compete with freight traffic and comply with CN operating restrictions. Amtrak has proposed in its FY-2019 Legislative and Grant Request to Congress that legislation be passed to remedy these issues. Increased on time performance could substantially increase ridership over current levels, however, projected volumes were not adjusted for this potential increase.

The future, 20-year design Amtrak ridership projection at the Multi-Modal transportation center, SIMMS, was provided by Amtrak (Chicago) to the City of Carbondale. The 20-year ridership at Southern Illinois Multi-Modal Station is expected to be 211,879 riders per year. Ridership analysis capped at 20-years to maintain the data's reliability. The BCA analysis calculated the "new Amtrak riders" at SIMMS due to the new Multi-Modal center. The BCA calculations utilize the "new Amtrak riders" to calculate the benefits because they are a direct result of the project.

A7.0 Local Mass Transit Ridership

The SIMMS is expected to result in a significant increase in ridership due to improved interconnectivity, visibility and convenience. The estimated ridership growth rate is 10% in year 1, 10 % in year 2, 5% in year 3 and 1% thereafter. Using the average transit rider trip distance of 5.8 miles, this increased ridership will result in a reduction of about 950,000 miles of passenger car traffic in the first four years of the SIMMS. These benefits will continue to accrue over the 40 year period of the Benefit Cost Analysis. This reduction in passenger car miles is converted to dollars in the BCA using the current Federal mileage reimbursement rate.

A8.0 Costs

The costs for SIMMS include engineering design, property acquisition, and construction. Per the BUILD BCA guidelines, previous engineering design costs already expended by the City for the project should not be included as a "cost" for the BCA. Table 2 includes a summary of the project costs.

Table 2: Project Costs

Project Task	Cost
Land Acquisition	\$569,719
Design & Engineering	\$1,778,585
Construction	\$18,204,437
Construction Testing & Inspection	\$55,259
Total Future Project Costs	\$20,608,000

A9.0 Benefits

A9.1 Travel Time/Travel Delay Savings

The BCA includes two “travel time savings” calculations for benefits due to the construction of the new Multi-Modal transportation center. By diverting passenger vehicle trips to passenger train trips, the project will create a benefit of travel time savings due to reduced congestion. The Midwest Regional Rail Initiative developed a cost per trip for travel time savings due to a reduction in traffic congestion. SIMMS will also result in a travel time savings due to a reduction in traffic congestion.

The project also results in a travel time savings due to the ability of Amtrak passengers to be productive while traveling by train as compared to driving in a single-occupant passenger vehicle. The travel time savings was calculated for business trips from Carbondale to other metropolitan stations – Chicago, Champaign, Memphis, and New Orleans. The BCA utilized a percentage of new Amtrak trips to each of the stations for business trips for the benefit calculations.

A9.1 Reduced Crashes

The new Multi-Modal transportation center will reduce the number of passenger vehicles along the roadways. The reduction of vehicle trips is due to trips previously taken by passenger vehicles being taken on the local transit system or by Amtrak passenger train. The number of reduced passenger vehicle trips was calculated for each year of the BCA study period. For passenger train traffic the origin and destination pairs (i.e. Carbondale-Chicago, Carbondale-Champaign, Carbondale- Memphis, etc.) were established in order to calculate the total vehicle miles that automobile travel was reduced by. For transit data, the increase in transit riders was multiplied by the average length of a transit passenger trip for the local system.

Annual crash data, from the Illinois Department of Transportation (IDOT), was obtained in order to determine the average annual vehicular crash rate per 1,000,000 vehicle miles traveled. The crash data includes all crashes on Illinois interstates, highways, county roadways, and local municipal streets that occurred during a calendar year. The IDOT annual crash data reports also include a total cost for the accidents that occurred during the year. The BCA utilized nine (9) years of IDOT crash data to determine the average annual crash rate per 1,000,000 vehicle miles traveled and the average annual cost of the accidents. This information was utilized to calculate the reduction of crashes and their associated costs for each year of the BCA study period for the reduction of passenger vehicle miles replaced by increased transit and Amtrak ridership.

A9.2 Fuel Saved

In order to calculate the fuel savings from the construction of SIMMS, the annual passenger vehicle miles saved, due to increased trips being taken on the local transit system or Amtrak, was utilized. Using information from the U.S. Environmental Protection Agency (USEPA), the average passenger car fuel economy rate was obtained and utilized to determine the amount of fuel saved by the project.

A9.3 Reduced Emissions

Information from the Midwest Regional Rail Initiative Benefit Cost & Economic Analysis and the US EPA was utilized to obtain the amount of emissions generated by passenger vehicles per miles traveled and the cost associated (See tab #2 of the BCA spreadsheet). The average annual passenger vehicle miles traveled that were replaced by transit or Amtrak trips was utilized to determine the amount of emissions saved by the project as well as the monetary value of the reduced emissions.

A9.4 Additional Project Benefits

SIMMS will generate numerous benefits that are not quantifiable or unable to have a monetary value associated with them. These benefits are important benefits that are due to the implementation of the project but are not able to be included in the BCA. Table 3 includes a summary of those benefits due to the construction of SIMMS.

Table 3: Additional Project Benefits Generated by Southern Illinois Multi-Modal Station

Reduction of Vehicle Emissions and Fuel Consumption

- Due to reduction of automobile trips between Southern Illinois Multi-Modal Station and SIUC campus
- Due to increased non-motorized trips in Carbondale and surrounding areas
- Due to reduction of passenger vehicle trips in Carbondale, Jackson County, and Southern Illinois due to the increased connectivity and convenience of mass transit services at Southern Illinois Multi-Modal Station

Continuous Amtrak Service

- Design plans and construction sequencing will be done so that the existing Amtrak station remains open during construction of Southern Illinois Multi-Modal Station and the parking garage.
- During construction, no additional costs for construction of a temporary station or busing riders to another station.

Travel Fee Savings

- Due to reduction of parking fees in metropolitan areas (i.e. Chicago)
- Due to reduction of tollway fees in Chicago or other metropolitan areas

Alternative Travel Options

- Introduce new riders to Amtrak
- Introduce new riders to mass transit services
- Provide travel options for those that do not want to drive long distances or in congested areas
- Provide the opportunity for a Multi-Modal trip

- Economic travel options for students, the elderly, and economically disadvantaged populations
- Provide bike sharing and bike storage facilities at Southern Illinois Multi-Modal Station

Community Development & Enhancement

- Catalyst to promote and enhance revitalization of downtown Carbondale
- Create a modern, environmentally sustainable facility in Southern Illinois
- Enhance the landscape of Downtown for all visitors (pedestrians, bicyclists, transit riders, motorists, etc.)
- Create a Multi-Modal station that will be flexible to accommodate future travel demands
- Greet visitors and tourists arriving by train and bus to Southern Illinois

SIMMS Benefit Cost Analysis Exhibits

Exhibit 1 – Benefit-Cost Analysis Spreadsheet

Exhibit 2 – Illinois Crash Data

Exhibit 3 – Supporting Information for Benefit Cost Analysis

INCREASED TRANSIT AND AMTRAK RIDERSHIP										BENEFITS										COSTS				
Year	Total Amtrak Riders	Backgrnd Amtrak Riders 0.80% per year	Total New Amtrak Riders (Due to Project)	New Amtrak Riders to/From Chicago 40% (620 miles)	New Amtrak Riders to/From Champaign 45% (362 miles)	New Amtrak Riders to/From Memphis 10% (420 miles)	New Amtrak Riders to/From New Orleans 5% (1232 mi.)	Increased riders using RIDES Mass Transit, JCMTD, and Saluki Express due to project (avg mi. per trip = 5.8)	Total Passenger Vehicles Miles saved	Fuel & Vehicle Operation & Maint. Savings @ \$0.54 per mile	Emissions Savings (see tab #2)	Travel Time Savings Congestion @ \$28.56 per trip	Travel Time Savings Varies based on destination	Crash Reduction \$20,759 per crash	Increased Tourism due to Project \$151 per day/person	Increased Business Travel To New Downtown Hotel due to Project	Total Benefits (2019 Dollars)	Discounted Values		Design and Construction	Station Maint. and operation \$7.01 per S.F. (New station-36,750) - 6,400 exist. amtrak sta.- 3,400 s.f. exist. JCMTD)= 26,950 s.f.	Total Annual Expense - Design, Construction & Maint. (2019 Dollars)	Discounted Values	
																		3%	7%				3%	7%
2019	120,923	118,865															\$ -	\$ -	\$ -	\$0	\$0	\$0.00	\$0	\$0
2020	124,001	121,890															\$ -	\$ -	\$ -	\$7,440,000	\$0	\$7,440,000	\$7,223,301	\$6,953,271
2021	127,156	124,993															\$ -	\$ -	\$ -	\$9,408,000		\$9,408,000	\$8,867,942	\$8,217,312
2022	130,393	128,174															\$ -	\$ -	\$ -	\$3,760,000	\$94,459.75	\$3,854,460	\$3,527,377	\$3,146,387
2023	133,711	131,436	2,275	910	1024	228	114	15118	1,258,180	\$679,417	\$7,405	\$64,974	\$211,503	\$81,261	\$163,175	\$544,215	\$1,751,951	\$1,556,586	\$1,336,555	\$0	\$188,920	\$188,920	\$167,853	\$144,126
2024	137,114	134,781	2,333	933	1050	233	117	15420	1,289,867	\$696,528	\$7,592	\$66,636	\$216,885	\$83,307	\$167,348	\$544,215	\$1,782,512	\$1,537,610	\$1,270,906	\$0	\$188,920	\$188,920	\$162,964	\$134,697
2025	140,604	138,211	2,393	957	1077	239	120	15729	1,322,333	\$714,060	\$7,784	\$68,339	\$222,405	\$85,404	\$171,625	\$544,215	\$1,813,831	\$1,519,055	\$1,208,632	\$0	\$188,920	\$188,920	\$158,217	\$125,885
2026	144,182	141,728	2,454	982	1104	245	123	16043	1,355,767	\$732,114	\$7,979	\$70,094	\$228,065	\$87,563	\$176,032	\$544,215	\$1,846,062	\$1,501,017	\$1,149,635	\$0	\$188,920	\$188,920	\$153,609	\$117,650
2027	147,852	145,335	2,517	1007	1133	252	126	16364	1,389,790	\$750,486	\$8,179	\$71,879	\$233,869	\$89,761	\$180,515	\$544,215	\$1,878,904	\$1,483,224	\$1,093,539	\$0	\$188,920	\$188,920	\$149,135	\$109,953
2028	151,615	149,034	2,581	1032	1161	258	129	16691	1,424,565	\$769,265	\$8,384	\$73,704	\$239,821	\$92,007	\$185,099	\$544,215	\$1,912,494	\$1,465,768	\$1,040,270	\$0	\$188,920	\$188,920	\$144,791	\$102,760
2029	155,473	152,827	2,646	1059	1191	265	132	17025	1,460,288	\$788,556	\$8,593	\$75,579	\$245,925	\$94,314	\$189,809	\$544,215	\$1,946,990	\$1,448,744	\$989,751	\$0	\$188,920	\$188,920	\$140,574	\$96,037
2030	159,430	156,717	2,713	1085	1221	271	136	17366	1,496,670	\$808,202	\$8,810	\$77,489	\$252,184	\$96,664	\$194,605	\$544,215	\$1,982,169	\$1,431,961	\$941,714	\$0	\$188,920	\$188,920	\$136,479	\$89,754
2031	163,488	160,705	2,783	1113	1252	278	139	17713	1,534,483	\$828,621	\$9,031	\$79,477	\$258,602	\$99,106	\$199,596	\$544,215	\$2,018,647	\$1,415,838	\$896,303	\$0	\$188,920	\$188,920	\$132,504	\$83,883
2032	167,649	164,795	2,854	1141	1284	285	143	18067	1,572,988	\$849,413	\$9,258	\$81,500	\$265,183	\$101,593	\$204,677	\$544,215	\$2,055,839	\$1,399,926	\$853,100	\$0	\$188,920	\$188,920	\$128,645	\$78,395
2033	171,915	168,989	2,926	1171	1317	293	146	18429	1,612,509	\$870,755	\$9,490	\$83,577	\$271,932	\$104,145	\$209,895	\$544,215	\$2,094,009	\$1,384,386	\$812,093	\$0	\$188,920	\$188,920	\$124,898	\$73,266
2034	176,291	173,290	3,001	1200	1350	300	150	18797	1,652,891	\$892,561	\$9,729	\$85,700	\$278,853	\$106,753	\$215,226	\$544,215	\$2,133,037	\$1,369,115	\$773,111	\$0	\$188,920	\$188,920	\$121,260	\$68,473
2035	180,777	177,700	3,077	1231	1385	308	154	19173	1,694,526	\$915,044	\$9,974	\$87,890	\$285,950	\$109,443	\$220,726	\$544,215	\$2,173,243	\$1,354,293	\$736,153	\$0	\$188,920	\$188,920	\$117,728	\$63,994
2036	185,378	182,222	3,156	1263	1420	316	158	19557	1,737,332	\$938,159	\$10,224	\$90,143	\$293,227	\$112,207	\$226,384	\$544,215	\$2,214,559	\$1,339,844	\$701,073	\$0	\$188,920	\$188,920	\$114,299	\$59,807
2037	190,096	186,860	3,236	1294	1456	324	162	19948	1,780,745	\$961,602	\$10,479	\$92,427	\$300,690	\$115,011	\$232,120	\$544,215	\$2,256,544	\$1,325,482	\$667,630	\$0	\$188,920	\$188,920	\$110,970	\$55,894
2038	194,934	191,616	3,318	1327	1493	332	166	20347	1,825,271	\$985,646	\$10,744	\$94,770	\$308,342	\$117,887	\$238,004	\$544,215	\$2,299,609	\$1,311,435	\$635,861	\$0	\$188,920	\$188,920	\$107,738	\$52,238
2039	199,895	196,492	3,403	1361	1532	340	170	20754	1,871,454	\$1,010,585	\$11,013	\$97,203	\$316,189	\$120,870	\$244,113	\$544,215	\$2,344,188	\$1,297,920	\$605,783	\$0	\$188,920	\$188,920	\$104,600	\$48,820
2040	204,983	201,493	3,490	1396	1570	349	174	21169	1,918,334	\$1,035,900	\$11,290	\$99,672	\$324,236	\$123,897	\$250,313	\$544,215	\$2,389,524	\$1,284,487	\$577,101	\$0	\$188,920	\$188,920	\$101,554	\$45,627
2041	210,200	206,621	3,579	1432	1610	358	179	21592	1,966,538	\$1,061,930	\$11,575	\$102,211	\$332,488	\$127,011	\$256,691	\$544,215	\$2,436,121	\$1,271,393	\$549,865	\$0	\$188,920	\$188,920	\$98,596	\$42,642
2042	215,550	211,879	3,671	1468	1652	367	184	22024	2,016,217	\$1,088,757	\$11,590	\$104,830	\$340,950	\$130,219	\$263,267	\$544,215	\$2,483,829	\$1,258,535	\$523,956	\$0	\$188,920	\$188,920	\$95,724	\$39,852
2043	215,550	211,879	3,671	1468	1652	367	184	22465	2,018,772	\$1,090,137	\$11,605	\$104,830	\$340,950	\$130,384	\$263,267	\$544,215	\$2,485,388	\$1,222,646	\$489,986	\$0	\$188,920	\$188,920	\$92,936	\$37,245
2044	215,550	211,879	3,671	1468	1652	367	184	22914	2,021,378	\$1,091,544	\$11,620	\$104,830	\$340,950	\$130,552	\$263,267	\$544,215	\$2,486,979	\$1,187,795	\$458,224	\$0	\$188,920	\$188,920	\$90,229	\$34,808
2045	215,550	211,879	3,671	1468	1652	367	184	23372	2,024,036	\$1,092,979	\$11,636	\$104,830	\$340,950	\$130,724	\$263,267	\$544,215	\$2,488,601	\$1,153,951	\$428,526	\$0	\$188,920	\$188,920	\$87,601	\$32,531
2046	215,550	211,879	3,671	1468	1652	367	184	23840	2,026,747	\$1,094,443	\$11,652	\$104,830	\$340,950	\$130,899	\$263,267	\$544,215	\$2,490,256	\$1,121,086	\$400,758	\$0	\$188,920	\$188,920	\$85,049	\$30,403
2047	215,550	211,879	3,671	1468	1652	367	184	24316	2,029,512	\$1,095,937	\$11,668	\$104,830	\$340,950	\$131,078	\$263,267	\$544,215	\$2,491,945	\$1,089,171	\$374,794	\$0	\$188,920	\$188,920	\$82,572	\$28,414
2048	215,550	211,879	3,671	1468	1652	367	184	24803	2,032,333	\$1,097,460	\$11,684	\$104,830	\$340,950	\$131,260	\$263,267	\$544,215	\$2,493,666	\$1,058,178	\$350,517	\$0	\$188,920	\$188,920	\$80,167	\$26,555
2049	215,550	211,879	3,671	1468	1652	367	184	25299	2,035,210	\$1,099,013	\$11,701	\$104,830	\$340,950	\$131,446	\$263,267	\$544,215	\$2,495,423	\$1,028,081	\$327,816	\$0	\$188,920	\$188,920	\$77,832	\$24,818
2050	215,550	211,879	3,671	1468	1652	367	184	25805	2,038,145	\$1,100,598	\$11,719	\$104,830	\$340,950	\$131,635	\$263,267	\$544,215	\$2,497,214	\$998,854	\$306,590	\$0	\$188,920	\$188,920	\$75,565	\$23,194
2051	215,550	211,879	3,671	1468	1652	367	184	26321	2,041,138	\$1,102,215	\$11,736	\$104,830	\$340,950	\$131,829	\$263,267	\$544,215	\$2,499,041	\$970,470	\$286,743	\$0	\$188,920	\$188,920	\$73,364	\$21,677
2052	215,550	211,879	3,671	1468	1652	367	184	26847	2,044,191	\$1,103,863	\$11,754	\$104,830	\$340,950	\$132,026	\$263,267	\$544,215	\$2,500,905	\$942,907	\$268,184	\$0	\$188,920	\$188,920	\$71,228	\$20,259
2053	215,550	211,879	3,671	1468	1652	367	184	27384	2,047,306	\$1,105,545	\$11,772	\$104,830	\$340,950	\$132,227	\$263,267	\$544,215	\$2,502,806	\$916,140	\$250,830	\$0	\$188,920	\$188,920	\$69,153	\$18,933
2054	215,550	211,879	3,671	1468	1652	367	184	27932	2,050,482	\$1,107,260	\$11,791	\$104,830	\$340,950	\$132,432	\$263,267	\$544,215	\$2,504,745	\$890,145	\$234,602	\$0	\$188,920	\$188,920	\$67,139	\$17,695
2055	215,550	211,879	3,671	1468	1652	367	184	28490	2,053,722	\$1,109,010	\$11,810	\$104,830	\$340,950	\$132,641	\$263,267	\$544,215	\$2,506,723	\$864,901	\$219,427	\$0	\$188,920	\$188,920	\$65,183	\$16,537
2056	215,550	211,879	3,671	1468	1652	367	184	29060	2,057,027	\$1,110,795	\$11,829	\$104,830	\$340,950	\$132,855	\$263,267	\$544,215	\$2,508,741	\$840,385	\$205,237	\$0	\$188,920	\$188,920	\$63,285	\$15,455
2057	215,550	211,879	3,671	1468	1652	367	184	29642	2,060,398	\$1,112,615	\$11,849	\$104,830	\$340,950	\$133,073	\$263,267	\$544,215	\$2,510,799	\$816,577	\$191,968	\$0	\$188,920	\$188,920	\$61,442	\$14,444
2058	215,550	211,879	3,671	1468	1652	367	184	30234	2,063,837	\$1,114,472	\$11,869	\$104,830	\$340,950	\$133,295	\$263,267	\$544,215	\$2,512,898	\$793,456	\$179,559	\$0	\$188,920	\$188,920	\$59,652	\$13,499
2059	215,550	211,879	3,671	1468	1652	367	184	30839	2,067,344	\$1,116,366	\$11,889	\$104,830	\$340,950	\$133,521	\$263,267	\$544,215	\$2,515,038	\$771,002	\$167,955	\$0	\$188,920	\$188,920	\$57,915	\$12,616
2060	215,550	211,879	3,671	1468	1652	367	184	31456	2,070,921	\$1,118,297	\$11,910	\$104,830	\$340,950	\$133,752	\$263,267	\$544,215	\$2,517,222	\$749,196	\$157,104	\$0	\$188,920	\$188,920	\$56,228	\$11,791
2061	215,550	211,879	3,671	1468	1652	367	184	32085	2,074,570	\$1,120,268	\$11,932	\$104,830	\$340,950	\$133,988	\$263,267	\$544,215	\$2,519,450	\$728,018	\$1					

Southern Illinois Multi-Modal Station

Illinois Crashes

(www.idot.illiinois.gov/transportation-system/safety/Illinois-Roadway-Crash-Data)

Year	Total Crashes	Injury Crashes	Fatalities	Vehicle Miles Traveled	Crashes/ Million VMT	Total Estimated Cost (IL)	Average Cost/Crash
2014	296,049	61,084	845	105,031,931,935	2.8187		\$ -
2013	285,477	61,001	895	105,475,516,461	2.7066		\$ -
2012	274,111	60,252	886	104,456,093,156	2.6242		\$ -
2011	281,788	84,172	835	103,369,436,684	2.7260	\$ 5,500,000,000	\$ 19,518.22
2010	289,260	88,937	858	105,742,171,123	2.7355	\$ 5,300,000,000	\$ 18,322.62
2009	292,106	89,090	832	105,734,665,833	2.7626	\$ 5,300,000,000	\$ 18,144.10
2008	408,258	94,021	950	105,636,173,601	3.8648	\$ 6,200,000,000	\$ 15,186.48
2007	422,778	103,156	1,126	107,403,168,918	3.9364	\$11,500,000,000	\$ 27,201.04
2006	408,670	106,918	1,136	106,812,529,371	3.8260	\$10,700,000,000	\$ 26,182.49
Average (9 years)	328,722	83,181	929	105,517,965,231	3.1112		\$ 20,759.16

TRANSIT RIDERSHIP DATA

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
	SALUKI EXPRESS ANNUAL TRIPS PROVIDED	PROJECTED TRIPS FROM SALUKI EXPRESS TO RURAL AREAS	JCMTD TRIPS IN/OUT OF CARBONDALE FROM RURAL AREAS	RIDES TRIPS IN/OUT OF CARBONDALE FROM RURAL AREAS	SMTD TRIPS IN/OUT OF CARBONDALE FROM RURAL AREAS	SCT TRIPS IN/OUT OF CARBONDALE FROM RURAL AREAS	TOTAL TRIPS IN/OUT OF CARBONDALE FROM RURAL AREAS	CUMULATIVE INCREASED TRANSIT RIDERSHIP DUE TO SIMMS
CURRENT	480,000	86,400	38,965	37,900	2,991	845	167,101	-
1ST YR	484,800	100,800	42,862	41,690	3,290	930	189,571	18,957
2ND YR	489,648	116,352	47,148	45,859	3,619	1,022	214,000	40,357
3RD YR	494,544	127,308	49,505	48,152	3,800	1,074	229,839	51,057
4TH YR	499,490	133,527	50,000	48,633	3,838	1,084	237,083	53,356
TOTALS	2,448,482	564,387	228,479	222,234	17,538	4,955	1,037,594	163,727
Projected Growth: Saluki Express 1% annually								
Increase in trips due to SIMMS Project: 10% in year 1, 10% in year 2, 5% in year 3, 1% thereafter								
Source: RIDES, JCMTD,SMTD & SCT								

- Saluki Express current annual passenger trips is 480,000 with projected growth of 1% annually (Column 1)
- Currently 18% of Saluki Express riders use RMTD for trips outside of Carbondale. That percentage is expected to increase to 21%, 24% and 26% in the subsequent years (Column 2).
- The current annual trips provided by the local transit providers (RMTD, JCMTD, SMTD & SCT) is listed in columns 3-6
- The SIMMS is expected to result in a significant increase in overall ridership of the local transit system due to improved interconnectivity, visibility and convenience. The estimated growth rate is 10% in year 1, 10 % in year 2, 5% in year 3 and 1% thereafter. This growth rate is applied to columns 3-6.
- The overall sum of trips to and from the rural areas is shown in Column 7
- The cumulative increase in passenger trips from and to the rural areas is shown in Column 8
- The cumulative increased ridership is converted to a reduction in annual passenger car miles using the average transit rider trip distance of 5.8 miles.
- This reduction in passenger car miles is converted to dollars in the Benefit Cost Analysis using the current Federal mileage reimbursement rate.

Southern Illinois Multi-Modal Station: Supporting Information for Benefit-Cost Analysis

From MWRRI Benefit Cost & Economic Analysis (November 2006)		
Savings of \$23.43/passenger trip for trips diverted from car to rail (congestion) - page 5		
For emissions savings see the Emissions Worksheet in the Excel BOC		
Adjust by 2%/year for 10 years:		
Congestion =	\$	28.56

Distances (miles):		
Carbondale --> Chicago =		310
Carbondale --> Champaign		181
Carbondale --> Memphis =		210
Carbondale --> New Orleans =		616

LEED Certified buildings
Can see 25% to 30% savings in energy use/year

Average US Light Duty Vehicle Fuel Efficiency	21.6 mpg
(from US DOT - Bureau of Transportation Statistics)	

From the City of Carbondale
\$7.01/SF for current O&M costs for historic station
(Includes Admin, Management Fees, Contract Cleaning, Salaries, Benefits, Building Maint, HVAC maint, Electrical maint, plumbing maint, grounds maint, security, parking garage)

MidWest Average Fuel Costs
(from US Energy Information Administration)

Gas-All Grades			
2010	\$	2.779	
2011	\$	3.532	
		2012	\$ 3.605
		2013	\$ 3.515
		2014	\$ 3.360
		2015	\$ 2.411
		Average	\$ 3.200

Tourism Revenue	
From Jim Bowmen @ Renew Moline	
IL Tourists spend \$127/person/day (2008)	(for 2016, increase the 2008 value by 2.2%/year = \$151)
Use 25% of new riders will be new tourists to Carbondale from Chicago and 20% from Champaign	
Average Stay is 2.5 days	

Illinois Crashes
(www.idot.illinois.gov/transportation-system/safety/Illinois-Roadway-Crash-Data)
See IL Crashes Tab for details

Value of Time:		% Business	% Other
Business: \$28.50	Carbondale/Chicago =	40%	60%
Commuter \$17.40	Carbondale/Champaign =	15%	85%
Pleasure: \$17.40	Carbondale/Memphis =	5%	95%
	Carbondale/New Orleans =	2%	98%

New Downtown Hotel:

The average hotel occupancy rate is 65.5%. The new hotel will average 70 overnight stays each day. The most comparable hotel in the area books 60% of its rooms for business purposes. Given the hotel’s proximity to the train station, 25% of those business related bookings will be attributable to this project. The GSA calculates the overnight stay per diem rate for Carbondale IL to be \$91. The GSA calculates the M&IE per diem rate to be \$51 per day.

70 overnight stays per day *
60% business purposes = 42 rooms booked *
25% attributable to this project = 10.5 rooms per night * \$91 per night = \$955.50 * 365 nights per year = \$348,757.50 per year

10.5 rooms per night * \$51 per day = \$ \$535.50 per day * 365 days per year = \$195,457.50 per year

Total: \$544,215 per year

Passenger Rail Mobility Savings:	Per Hour			
		Per Hour	Business	Other
1-way Saver/Value Coach Reserved Ticket (Carbondale to/from Chicago) =		\$34		
	Amtrak Time (hours) =	5.50	\$157	\$95.70
	Drive in Passenger Vehicle:	\$167		
	Savings Per Trip:	\$133		
1-way Value Coach Reserved Ticket (Carbondale to/from Champaign) =		\$20		
	Amtrak Time (hours) =	2.75	\$78	\$47.85
	Drive in Passenger Vehicle:	\$98		
	Savings Per Trip:	\$78		
1 way Saver Coach Reserved Ticket (Carbondale to/from Memphis) =		\$31		
	Amtrak Time (hours) =	5	\$143	\$87.00
	Drive in Passenger Vehicle:	\$113.40		
	Savings Per Trip =	\$82.40		
1 way Saver Coach Ticket (Carbondale to/from New Orleans) =	\$	82.00		
	Amtrak Time (hours) =	14.0	\$399	\$243.60
	Drive in Passenger Vehicle =	\$333		
	Savings per Trip =	\$251		
Note: Amtrak ticket prices from 2016. Current IRS Mileage Rate				



APPENDIX B

Southern Illinois Multi-Modal Station: Letters of Support

July 2019

Location: Carbondale, Illinois

Project Type: Rural – Multi-Modal Transportation Center

Applicant: City of Carbondale

Type of Applicant: City Government

BUILD Funding Requested: \$16,486,000

DUNS Number: 096712948

Website: multimodal.explorecarbondale.com

Contact: Gary Williams, City Manager City of Carbondale, Illinois
phone: (618) 457-3226, email: gwilliams@explorecarbondale.com



Letters of Project Support

United States Congress

- **Senator Richard J. Durbin**, Assistant Democratic Leader (mailed directly to USDOT)
- **Senator Tammy Duckworth**
- **Representative Mike Bost**, 12th District Illinois

State of Illinois Senators and Representatives

- **State Representative Terri Bryant**, 115th District
- **State Senator Dale Fowler**, 59th District
- **State Representative Patrick Windhorst**, 118th District
- **State Representative Dave Severin**, 117th District (mailed directly to USDOT)

Illinois State Government

- **Illinois Department of Transportation** - Randall S. Blankenhorn, Secretary (mailed directly to USDOT)

Regional Transportation Partners

- **Greyhound Lines** - John D. Baranowski, Senior Director (mailed directly to USDOT)
- **Amtrak** - Bryson S. Comati, Vice President Corporate Planning
-

Local Governmental Agencies & Organizations

- **Carbondale Chamber of Commerce** - Jennifer Olson, President & CEO
- **Carbondale Main Street** - Meghan Cole, Executive Director
- **Jackson County Health Department** - Bart Hagston, Interim Administrator
- **Carbondale Park District** - Kathy Renfro, Executive Director

Educational Establishments

- **Southern Illinois University** - John M. Dunn, Chancellor
- **Carbondale Community High School District 165** - Stephen Murphy, Superintendent

Regional & Local Planning Agencies

- ***Greater Egypt Regional Planning & Development Commission - Cary Minnis, Executive Director***

Regional & Local Mass Transit Districts

- ***Rides Mass Transit District - Bill Jung, Chief Executive Officer***
- ***South Central Illinois Mass Transit District - Sara Nollman-Hodge, Managing Director***
- ***Shawnee Mass Transit District - Mike Pietrowski, Executive Director***

Local Business & Industries

- ***Laborers' International Union of North America Local 773 - Jerry Womick, Interim Business Manager***
- ***Bank Of Carbondale - Darren Berger, Business Development Specialist***
- ***Bantara Bank - Shane Carsrud, Assistant Market Executive***
- ***Good Samaritan Ministries - Patricia A. Mullen, Executive Director***
- ***LongBranch Café - Elaine Ramseyer, General Manager***
- ***The Women's Center, Inc. - Cathy McClanahan, Executive Director***

United States Senate

COMMITTEES
ARMED SERVICES
COMMERCE, SCIENCE,
AND TRANSPORTATION
ENVIRONMENT AND PUBLIC WORKS
SMALL BUSINESS
AND ENTREPRENEURSHIP

July 10, 2019

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Chao:

I write to express my support for the City of Carbondale's application to the Better Utilizing Investment to Leverage Development (BUILD) discretionary grants program offered by the U.S. Department of Transportation. This funding will enable Carbondale to complete design and construction of the Southern Illinois Multi-Modal Station (SIMMS) project.

Many residents in southern Illinois rely heavily on regional transit services to connect them to employment, educational and healthcare facilities. Three separate regional transit agencies serve the Carbondale region across twenty-three rural counties. The City of Carbondale is proposing the SIMMS project to centralize those transit services alongside a county-wide mass transit service and a Carbondale city-wide transit service. In addition, the facility will provide Amtrak and Greyhound bus services and will integrate the region's first bicycle-sharing service. Collectively, the range of transit services that the SIMMS facility will provide will make it a true regional multimodal asset that will strengthen the existing public transportation network and enhance linkages among transit providers.

As a U.S. Senator and member of the Commerce, Science and Transportation Committee, modernizing Illinois' infrastructure and transportation systems is a top priority. Federal funding for the SIMMS project supports the core goals of the BUILD program by improving regional connectivity, promoting economic development and supporting alternative modes of transit.

I urge you to give the City of Carbondale's application your full and fair consideration for BUILD funding offered by the U.S. Department of Transportation. If you have any questions, please contact my State Director, Cameron Joost, by calling (217) 528-6124.

Sincerely,



Tammy Duckworth
United States Senator

MIKE BOST
12TH DISTRICT, ILLINOIS

AGRICULTURE COMMITTEE
TRANSPORTATION &
INFRASTRUCTURE COMMITTEE
VETERANS' AFFAIRS COMMITTEE

Congress of the United States
House of Representatives
Washington, DC 20515-1312

1440 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-5661

302 W. STATE ST.
O'FALLON, IL 62269
(618) 622-0766

300 EAST MAIN STREET, SUITE 4
CARBONDALE, IL 62901
(618) 457-5787

July 2, 2019

The Honorable Elaine L. Chao, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao:

I am writing regarding an application by the City of Carbondale's for the Better Utilizing Investments to Leverage Development (BUILD) grant for the Southern Illinois Multi-Modal Station (SIMMS) project. I strongly encourage the United States Department of Transportation to give this project all due consideration.

This grant will allow the City of Carbondale to complete design and construction and will also help generate much needed economic activity within our region. Southern Illinois is a rural region of high poverty and our residents rely heavily on regional transit services to connect them to employment, educational, and healthcare facilities. When complete, the SIMMS project will house 3 regional transit services, a county-wide mass transit service, and a Carbondale city-wide transit service; all of which are public services. In addition, the facility will provide Amtrak and Greyhound bus services and will also integrate the region's first bicycle-sharing service.

Collectively, the range of transit services that the SIMMS facility will provide will make it a true regional multimodal asset that will strengthen the existing public transportation network, enhance linkages among transit providers. The project will also incorporate innovative approaches to public transit, including a childcare service that will help mitigate a major obstacle to employment that so many of the region's residents face. Together, these improvements will expand options for our residents to access key facilities within the region.

Finally, the SIMMS project will provide for public transportation, this project would be a significant infrastructure investment to our region and would generate many high-quality construction jobs for the area which will generate additional economic impact. I encourage the DOT to give this proposals all due consideration.

Sincerely,



Mike Bost
Member of Congress

DISTRICT OFFICES:
2929 BROADWAY, STE. 3
MT. VERNON, ILLINOIS 62864
618. 242. 8115
618. 242. 8118 FAX

1032 W. INDUSTRIAL PARK RD.
MURPHYSBORO, ILLINOIS 62966
618. 684. 1100
618. 529. 2788 FAX



CAPITOL OFFICE:
207 - N STRATTON BUILDING
SPRINGFIELD, ILLINOIS 62706
217. 782. 0387
EMAIL: STATEREPTERRIBRYANT@GMAIL.COM

TERRI BRYANT

STATE REPRESENTATIVE · 115TH DISTRICT

July 3, 2019

The Honorable Elaine L. Chao, Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao,

I am writing to express my support of the City of Carbondale's application for the Better Utilizing Investments to Leverage Development (BUILD) grant for \$16.48 million through the U.S. Department of Transportation for the Southern Illinois Multi-Modal Station (SIMMS) project. This grant will allow the City of Carbondale to complete design and construction and will also help generate much needed economic activity within our region.

Southern Illinois is a rural region of high poverty and our residents rely heavily on regional transit services to connect them to employment, educational, and healthcare facilities. When complete, the SIMMS project will house 3 regional transit services, a county – wide mass transit service, and a Carbondale city-wide transit service: all of which are public services. In addition, the facility will provide Amtrak and Greyhound bus services and will also integrate the region's first bicycle-sharing service. Collectively, the range of transit services that the SIMMS facility will provide will make it a true regional multimodal asset that will strengthen the existing public transportation network, enhance linkages among transit providers, and will incorporate innovative approaches to public transit, including a childcare service that will help mitigate a major obstacle to employment that so many of the region's residents face. Together, these improvements will expand options for our residents to access key facilities within the region.

In addition to the improvements that the SIMMS project will provide for public transportation, this project would be a significant infrastructure investment to our region and would generate many high-quality construction jobs for the area which will generate additional economic impact. As such, I strongly support the use of BUILD funds to help facilitate the development of this critical project for Southern Illinois.

Sincerely,

A handwritten signature in black ink, appearing to read "T. Bryant".

Terri Bryant
State Representative

DISTRICT OFFICE

2 NORTH VINE, 6TH FLOOR
HARRISBURG, ILLINOIS 62946
618-294-8951
618-294-8950 (FAX)



CAPITOL OFFICE

M103-F
STATE CAPITOL BUILDING
SPRINGFIELD, ILLINOIS 62706
217-782-5509
217-782-9586 (FAX)

DALE FOWLER
STATE SENATOR • 59TH DISTRICT

July 1, 2019

The Honorable Elaine L. Chao, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao:

I am writing to express my support of the City of Carbondale's application for the Better Utilizing Investments to Leverage Development (BUILD) grant for \$16.48 million through the U.S. Department of Transportation, for the Southern Illinois Multi-Modal Station (SIMMS) project. This grant will allow the City of Carbondale to complete design and construction and will also help generate much needed economic activity within our region.

Southern Illinois is a rural region of high poverty and our residents rely heavily on regional transit services to connect them to employment, educational, and healthcare facilities. When complete, the SIMMS project will house 3 regional transit services, a county-wide mass transit service, and a Carbondale city-wide transit service; all of which are public services. In addition, the facility will provide Amtrak and Greyhound bus services and will also integrate the region's first bicycle-sharing service. Collectively, the range of transit services that the SIMMS facility will provide will make it a true regional multimodal asset that will strengthen the existing public transportation network, enhance linkages among transit providers, and will incorporate innovative approaches to public transit, including a childcare service that will help mitigate a major obstacle to employment that so many of the region's residents face. Together, these improvements will expand options for our residents to access key facilities within the region.

In addition to the improvements that the SIMMS project will provide for public transportation, this project would be a significant infrastructure investment to our region and would generate many high-quality construction jobs for the area which will generate additional economic impact. As such, I strongly support the use of BUILD funds to help facilitate the development of this critical project for Southern Illinois.

Sincerely,

A handwritten signature in black ink, appearing to read "Dale Fowler".

State Senator Dale Fowler



DISTRICT OFFICE
2 N. VINE ST., SUITE 5A
HARRISBURG, ILLINOIS 62946
(618) 294-8703
E-MAIL: WINDHORST@ILHOUSEGOP.ORG

PATRICK WINDHORST
STATE REPRESENTATIVE
118TH DISTRICT

CAPITOL OFFICE
214-N STRATTON BUILDING
SPRINGFIELD, ILLINOIS 62706
(217) 782-5131
FAX (217) 782-1275

June 28, 2019

The Honorable Elaine L. Chao, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao:

I am writing to express my support of the City of Carbondale's application for the Better Utilizing Investments to Leverage Development (BUILD) grant for \$16.48 million through the U.S. Department of Transportation, for the Southern Illinois Multi-Modal Station (SIMMS) project. This grant will allow the City of Carbondale to complete design and construction and will also help generate much needed economic activity within our region.

Southern Illinois is a rural region of high poverty and our residents rely heavily on regional transit services to connect them to employment, educational, and healthcare facilities. When complete, the SIMMS project will house 3 regional transit services, a county-wide mass transit service, and a Carbondale city-wide transit service; all of which are public services. In addition, the facility will provide Amtrak and Greyhound bus services and will also integrate the region's first bicycle-sharing service. Collectively, the range of transit services that the SIMMS facility will provide will make it a true regional multimodal asset that will strengthen the existing public transportation network, enhance linkages among transit providers, and will incorporate innovative approaches to public transit, including a childcare service that will help mitigate a major obstacle to employment that so many of the region's residents face. Together, these improvements will expand options for our residents to access key facilities within the region.

In addition to the improvements that the SIMMS project will provide for public transportation, this project would be a significant infrastructure investment to our region and would generate many high-quality construction jobs for the area which will generate additional economic impact. As such, I strongly support the use of BUILD funds to help facilitate the development of this critical project for Southern Illinois.

Sincerely,

Patrick Windhorst
State Representative, 118th District



July 11, 2019

BYRON S. COMATI
Vice President

CORPORATE PLANNING

The Honorable Elaine L. Chao
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

The National Railroad Passenger Corporation (Amtrak) would like to express its support for the City of Carbondale, Illinois' grant application submitted in response to the Notice of Funding Opportunity (NOFO) for the FY19 United States Department of Transportation (USDOT) Better Utilizing Investments to Leverage Development (BUILD) transportation discretionary grant program. BUILD grants are for investments in surface transportation infrastructure and will be awarded on a competitive basis to projects that will have a significant local or regional impact.

Amtrak's support relates to the following project:
Carbondale Southern Illinois Multi Modal Station (Illinois)

The City of Carbondale will submit a BUILD grant application for final design and construction of a new multi modal passenger rail, and local and intercity bus station adjacent to the site of the existing Amtrak Carbondale station. The planned ADA-accessible LEED-certified facility will bring all transportation providers under one roof to provide seamless connections between modes and support public transportation and the City's Master Plan and vision for a more vibrant central core accessible to residents from across Southern Illinois. Carbondale is the market, education, and health center for a wide region across the southern tip of Illinois. Multiple rural and regional transit services feed into the various community assets, especially shopping, medical, educational and transportation. The planned multi-modal station will contribute to an enlivened downtown and spread the economic benefits and job availability to a wide region. Project planning has been proceeding according to Amtrak Station Design Guidelines, with Amtrak involved in development of the project from the beginning. The project will replace the aging, deteriorated, host railroad-owned station used by Amtrak and present a more customer-focused facility supporting the railroad's goals of greater revenue and ridership.

Based on the information made available to us regarding the project's eligibility, and subject to the development of such project-specific agreements as USDOT and Amtrak may require, we support

The Honorable Elaine L. Chao
Department of Transportation
July 11, 2019
Page 2 of 2



this application as a potential candidate for funding. If applicable, it is Amtrak's expectation that, prior to the obligation of grant funds for this project, the City of Carbondale and Amtrak will discuss resource requirements and Amtrak's ability to adequately support the Project, and subsequently enter into an agreement setting forth our roles and responsibilities with respect to the project, with terms acceptable to Amtrak.

The advancement of a project like this will significantly improve our nation's transportation infrastructure and contribute to the economic competitiveness of the region.

Sincerely,

A handwritten signature in blue ink, appearing to read "Byron S. Comati", with a horizontal line drawn through the signature.

Byron S. Comati
Vice President, Corporate Planning

July 1, 2019



The Honorable Elaine L. Chao, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao:

I am writing on behalf of the Board of Directors of the Carbondale Chamber of Commerce to express our support of the City of Carbondale's application for the Better Utilizing Investments to Leverage Development (BUILD) grant for \$16.48 million through the U.S. Department of Transportation, for the Southern Illinois Multi-Modal Station (SIMMS) project. This grant will allow the City of Carbondale to complete design and construction. It will also help generate much needed economic activity within our region.

In a rural area like southern Illinois, transportation and childcare are often cited as the top two impediments to connecting qualified workers with jobs. The SIMMS provides an opportunity to eliminate these barriers by enhancing regional transit service, and by incorporating a childcare facility within the development. These improvements will provide opportunities to many low-income residents to access jobs, educational opportunities, and healthcare. Collectively, these improvements will improve the quality-of-life for many of our residents.

Our current transportation system in southern Illinois is not really a system at all. It is fragmented in a way that requires many transfers and much additional time and inconvenience for its users. Additionally, the SIMMS would replace an outdated and undersized Amtrak Station. Replacing the worn and insufficient station would provide a much-improved welcome mat for visitors and those considering relocating to the area.

In addition to the improvements that the SIMMS project will provide for public transportation, this project will be a significant infrastructure investment to our region and will generate many high-quality construction jobs for the area which will generate additional economic impact. Other similar sized communities, such as Bloomington, Illinois have seen additional private investment in the area surrounding their Multi-Modal Station project. As such, we strongly support the use of BUILD funds to help facilitate the development of this critical project for Southern Illinois.

Sincerely,
Jennifer Olson, *President & CEO*

A handwritten signature in blue ink, appearing to read "J. Olson", written over a faint, larger version of the same signature.

Carbondale Chamber of Commerce
131 S. Illinois Ave. / Carbondale, IL 62901
(618) 549-2146 Office / (618) 925-3835 Cell
jennifer.olson@carbondalechamber.com



Carbondale Main Street
121 S. Illinois Avenue
Carbondale, IL 62901
carbondalemainstreet.com

July 3, 2019

The Honorable Elaine L. Chao, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

It is a pleasure to write to you in support of the City of Carbondale's pursuit of support for the Better Utilizing Investments to Leverage Development (BUILD) grant for \$16.48 million through the U.S. Department of Transportation, for the Southern Illinois Multi-Modal Station (SIMMS) project to generate better transit service in our area, as well as temporary and long-term jobs.

Carbondale Main Street is a nonprofit organization dedicated to the improvement and promotion of downtown Carbondale. We work in the areas of promotions, organization, design, and creating an environment for economic vitality. We have worked closely with the City of Carbondale for decades, and are constantly looking for ways to create opportunities for our downtown, our community, and our region as a whole.

Infrastructure investments in our region will continue to directly create economic impact, which will affect Southern Illinois, Carbondale, as well as our local small business owners. I very much support the use of BUILD funds to help facilitate the development of this critical project for Southern Illinois; please do not hesitate to contact me for more information.

Sincerely,

Meghan Cole
Executive Director
Carbondale Main Street



JACKSON COUNTY HEALTH DEPARTMENT

P.O. Box 307, 415 HEALTH DEPARTMENT RD, MURPHYSBORO, IL 62966-0307

PH: 618-684-3143 FAX: 618-684-6023

Public Health
Prevent. Promote. Protect.

www.jchdonline.org



facebook.com/JCHOnline



twitter.com/jchealthdept

June 26, 2019

The Honorable Elaine L. Chao, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao,

I am writing to express my support of the City of Carbondale's application for the Better Utilizing Investments to Leverage Development (BUILD) grant for \$16.48 million through the U.S. Department of Transportation, for the Southern Illinois Multi-Modal Station (SIMMS) project. This grant will allow the City of Carbondale to complete design and construction and will also help generate much needed economic activity within our region.

In a rural area like Southern Illinois, transportation and childcare are often cited as the top 2 impediments to connecting qualified workers with jobs. SIMMS provides an opportunity to eliminate these barriers by enhancing regional transit service and also incorporating a childcare facility within the development. These improvements will provide opportunities to many low-income residents to access jobs, educational opportunities, and healthcare. Collectively, these improvements will improve the quality-of-life for many of our residents.

Jackson County Health Department works with the City of Carbondale and other organizations in Carbondale and greater Jackson County to promote health and quality of life through the Jackson County Healthy Communities Coalition. The Coalition advocates for 1) increased active transportation choices; 2) development of complete streets; and 3) the use of mass transit to encourage healthy living and produce environmental benefits. The SIMMS project will greatly improve all three of these options and be a catalyst for further active transportation development in our community.

In addition to the improvements that the SIMMS project will provide for public transportation, this project will be a significant infrastructure investment to our region and will generate many high-quality construction jobs for the area which will generate additional economic impact. As such, I strongly support the use of BUILD funds to help facilitate the development of this critical project for Southern Illinois.

Respectfully,

Bart Hagston, MA, IPHM
Interim Administrator

Jackson County Health Department complies with applicable Federal civil rights laws and does not discriminate on the basis of race, color, national origin, age, disability, or sex.

ATTENTION: Language assistance services, free of charge, are available to you. Call 1-618-684-3143.

Jackson County Health Department cumple con las leyes federales de derechos civiles aplicables y no discrimina por motivos de raza, color, nacionalidad, edad, discapacidad o sexo.

ATENCIÓN: si habla español, tiene a su disposición servicios gratuitos de asistencia lingüística. Llame al 1-618-684-3143.

Jackson County Health Department postępuje zgodnie z obowiązującymi federalnymi prawami obywatelskimi i nie dopuszcza się dyskryminacji ze względu na rasę, kolor skóry, pochodzenie, wiek, niepełnosprawność bądź płeć.

UWAGA: Jeżeli mówisz po polsku, możesz skorzystać z bezpłatnej pomocy językowej. Zadzwoń pod numer 1-618-684-3143.



CARBONDALE PARK DISTRICT

PO BOX 1326
CARBONDALE, IL 62903-1326
PH: 618/529/4147 OR 618/549/4222
FAX: 618/457/2580

June 26, 2019

The Honorable Elaine L. Chao, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao:

On behalf of the Carbondale Park District I am pleased to submit the letter of support for the City of Carbondale's application for the Better Utilizing Investments to Leverage Development (BUILD) grant for \$16.48 million through the U.S. Department of Transportation, for the Southern Illinois Multi-Modal Station (SIMMS) project. This grant will allow the City of Carbondale to complete design and construction and will also help generate much needed economic activity within our region.

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In addition to the improvements that the SIMMS project will provide for public transportation, this project will be a significant infrastructure investment to our region and will generate many high-quality construction jobs for the area which will generate additional economic impact. As such, I strongly support the use of BUILD funds to help facilitate the development of this critical project for Southern Illinois.

Sincerely,

Kathy Renfro, Executive Director

July 10, 2019

The Honorable Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao:

On behalf of Southern Illinois University Carbondale, I am delighted to support the City of Carbondale's application for the Better Utilizing Investments to Leverage Development (BUILD) grant.

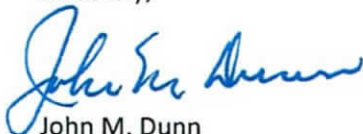
This nearly \$16.5 million project through the U.S. Department of Transportation is intended to support the Southern Illinois Multi-Modal Station (SIMMS) in downtown Carbondale that will enable the city to complete the design and construction of this critical facility. Additionally, this project will have a significant economic development impact on our city, campus and the greater region.

In addition to addressing the day-to-day transportation needs of southern Illinois residents, the multi-modal station plays a substantial role in the life of the university. For instance, thousands of our students rely on Amtrak as their preferred or perhaps only method of connecting them between home and their educational opportunities at SIU Carbondale. We believe Carbondale is the last university town in the state with Amtrak service to have a modern facility.

This project will have a hugely positive impact on society through the collective power of providing citizens with greater access to jobs, health care, child care, education and tourism. It will mean a significant investment in public transportation that will create short-term and long-term jobs that will be good for the economy and well-being of our community.

As such, I strongly encourage you to make a commitment to the City of Carbondale to use BUILD funds to help facilitate the development of this critical project for Southern Illinois.

Sincerely,



John M. Dunn
Chancellor

sb

Carbondale Community High School District 165

Administrative Center
330 South Giant City Road
Carbondale, IL 62902

Telephone (618) 457-4722
Facsimile (618) 457-3353

Administration

Mr. Stephen Murphy
Superintendent

Mrs. Donna Fager
Chief School Business Official

Board of Education

Dr. Brian E. Woodard
President

Dr. Linda Flowers
Vice President

Dr. Joe Hudgins
Secretary

Dr. Lana Galan

Mr. Christopher Swims

Dr. Francis Tsung

Mrs. Julie VanWinkle

June 25, 2019

The Honorable Elaine L. Chao, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

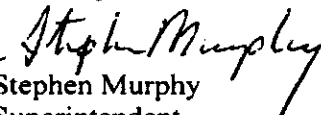
Dear Secretary Chao:

I am writing to express my support of the City of Carbondale's application for the Better Utilizing Investments to Leverage Development (BUILD) grant for \$16.48 million through the U.S. Department of Transportation, for the Southern Illinois Multi-Modal Station (SIMMS) project. This grant will allow the City of Carbondale to complete design and construction and will also help generate much needed economic activity within our region.

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In addition to the improvements that the SIMMS project will provide for public transportation, this project will be a significant infrastructure investment to our region and will generate many high-quality construction jobs for the area which will generate additional economic impact. As such, I strongly support the use of BUILD funds to help facilitate the development of this critical project for southern Illinois.

Sincerely,


Stephen Murphy
Superintendent

SM:lk



06/27/2019

The Honorable Elaine L. Chao, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao:

I am writing to express my support of the City of Carbondale's application for the Better Utilizing Investments to Leverage Development (BUILD) grant for \$16.48 million through the U.S. Department of Transportation, for the Southern Illinois Multi-Modal Station (SIMMS) project. This grant will allow the City of Carbondale to complete design and construction and will also help generate much needed economic activity within our region.

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Sincerely,

Cary Minnis
Executive Director



30 VETERANS DR • HARRISBURG, ILLINOIS 62946 • P:6182538761 • F:6182522754

6/26/2019

The Honorable Elaine L. Chao, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao:

I am writing to express my support of the City of Carbondale's application for the Better Utilizing Investments to Leverage Development (BUILD) grant for \$16.48 million through the U.S. Department of Transportation, for the Southern Illinois Multi-Modal Station (SIMMS) project. This grant will allow the City of Carbondale to complete design and construction and will also help generate much needed economic activity within our region.

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Sincerely,

A handwritten signature in black ink, appearing to read "Bill Jung", written over a horizontal line.

Bill Jung
CEO

Rides Mass Transit District



South Central Illinois Mass Transit District

1616 E. McCord
Post Office Drawer N
Centralia, Illinois 62801

Phone (618) 532-8076
Fax (618) 532-8078
TTY (618) 533-6104

July 11, 2019

The Honorable Elaine L. Chao, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao:

I am writing to express my support of the City of Carbondale's application for the Better Utilizing Investments to Leverage Development (BUILD) grant for \$16.48 million through the U.S. Department of Transportation, for the Southern Illinois Multi-Modal Station (SIMMS) project. This grant will allow the City of Carbondale to complete design and construction and will also help generate much needed economic activity within our region.

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Sincerely,

A handwritten signature in black ink that reads 'Sara Nollman-Hodge'.

Sara Nollman-Hodge
Managing Director



SHAWNEE MASS TRANSIT DISTRICT

100-102 SMART DRIVE, VIENNA, ILLINOIS 62995 • Phone: 618-658-8380/866-577-6278 Fax: 618-658-8398

June 28, 2019

The Honorable Elaine L. Chao, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao:

I am writing to express my support of the City of Carbondale's application for the Better Utilizing Investments to Leverage Development (BUILD) grant for \$16.48 million through the U.S. Department of Transportation, for the Southern Illinois Multi-Modal Station (SIMMS) project. This grant will allow the City of Carbondale to complete design and construction and will also help generate much needed economic activity within our region.

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In addition to the improvements that the SIMMS project will provide for public transportation, this project will be a significant infrastructure investment to our region and will generate many high-quality construction jobs for the area which will generate additional economic impact. As such, I strongly support the use of BUILD funds to help facilitate the development of this critical project for Southern Illinois.

Sincerely,

Mike Pietrowski
Executive Director
Shawnee Mass Transit District
100 Smart Drive
Vienna, IL 62995

LiUNA!

Feel the Power

**Laborers' International Union of North America
Local Union 773**

5102 Ed Smith Way, Marion, Illinois 62959 Ph: 618.993.5773 Fax: 618.998.1773

July 1, 2019

Executive Board

President Matthew
Smith

Business Manager
Jerry Womick

*Secretary-
Treasurer* Griffin
Goetz

Vice President
Bill Troutt

*Recording
Secretary*
Heather
Laughland-
Eherton

Executive Board
Jack Skelcher
Kevin Fetters

Sargent at Arms
James Hobbie

Auditors
Beth Lilge
Mendy Karnes
Beverly Daniels

**The Honorable Elaine L. Chao, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590**

Dear Secretary Chao:

I am writing to express my support of the City of Carbondale's application for the Better Utilizing Investments to Leverage Development (BUILD) grant for \$16.48 million through the U.S. Department of Transportation, for the Southern Illinois Multi-Modal Station (SIMMS) project. This grant will allow the City of Carbondale to complete design and construction and will also help generate much needed economic activity within our region.

Southern Illinois is a rural region of high poverty and our residents rely heavily on regional transit services to connect them to employment, educational, and healthcare facilities. When complete, the SIMMS project will house 3 regional transit services, a county-wide mass transit service, and a Carbondale city-wide transit service; all of which are public services. In addition, the facility will provide Amtrak and Greyhound bus services and will also integrate the region's first bicycle-sharing service. Collectively, the range of transit services that the SIMMS facility will provide will make it a true regional multimodal asset that will strengthen the existing public transportation network, enhance linkages among transit providers, and will incorporate innovative approaches to public transit, including a childcare service that will help mitigate a major obstacle to employment that so many of the region's residents face. Together, these improvements will expand options for our residents to access key facilities within the region.

In addition to the improvements that the SIMMS project will provide for public transportation, this project would be a significant infrastructure investment to our region and would generate many high-quality construction jobs for the area which will generate additional economic impact. As such, I strongly support the use of BUILD funds to help facilitate the development of this critical project for Southern Illinois.

Sincerely,



**Jerry Womick
Business Manager**



The
BANK
— of Carbondale

216 EAST MAIN STREET • CARBONDALE, IL 62901 • 618.549.2181
1399 EAST MAIN STREET • CARBONDALE, IL 62901 • 618.549.1704
200 WEST PLAZA DRIVE • CARTERVILLE, IL 62918 • 618.985.5494
900 WALNUT STREET • MURPHYSBORO, IL 62966 • 618.687.4100
640 HACK AVENUE • VERGENNES, IL 62994 • 618.684.4779

06/25/2019

The Honorable Elaine L. Chao, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao:

I am writing to express my support of the City of Carbondale's application for the Better Utilizing Investments to Leverage Development (BUILD) grant for \$16.48 million through the U.S. Department of Transportation, for the Southern Illinois Multi-Modal Station (SIMMS) project. This grant will allow the City of Carbondale to complete design and construction and will also help generate much needed economic activity within our region.

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Sincerely,



Darren Berger
Business Development Specialist
The Bank of Carbondale



June 27, 2019

The Honorable Elaine L. Chao, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao:

I am writing to express my support of the City of Carbondale's application for the Better Utilizing Investments to Leverage Development (BUILD) grant for \$16.48 million through the U.S. Department of Transportation, for the Southern Illinois Multi-Modal Station (SIMMS) project. This grant will allow the City of Carbondale to complete design and construction and will also help generate much needed economic activity within our region.

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Sincerely,

Shane Carsrud
Assistant Market Executive
Banterra Bank

Banterra Bank • 1500 West Main Street • Carbondale, Illinois 62901
Office 618.549.4445 Extension 02013 • Mobile 618.889.9752 • Fax 618.549.1404
Banterra.com • sdcarsrud@banterra.com



Good Samaritan Ministries

... Helping the Homeless Help Themselves.

Good Samaritan Ministries, a Project of the Carbondale Interfaith Council
701 S. Marion Street, Carbondale, IL 62901 • 618-457-5794 • Fax 618-549-5138
goodsam@mchsi.com ~ www.goodsamcarbondale.org

July 25, 2019

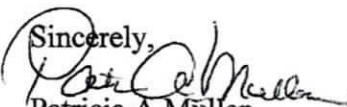
The Honorable Elaine L. Chao, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

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Sincerely,

Patricia A. Mullen
Executive Director

Board of Directors: • Melissa Lewis • Christopher Swims • Paul Kosuth • Rahim Khalil • Delores Smith •
Doug Phillips • Brandon Woudenberg • Jason Powell • In-Sook Hwang • Executive Director-Patty Mullen

June 26, 2019

The Honorable Elaine L. Chao, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao:

I am writing to express my support of the City of Carbondale's application for the Better Utilizing Investments to Leverage Development (BUILD) grant for \$16.48 million through the U.S. Department of Transportation, for the Southern Illinois Multi-Modal Station (SIMMS) project. This grant will allow the City of Carbondale to complete design and construction and will also help generate much needed economic activity within our region.

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Sincerely,

Elaine Ramseyer
General Manager
Longbranch Cafe & Bakery
100 East Jackson Street
Carbondale, IL 62901

The Women's Center, Inc.

Supporting survivors of violence and promoting a safer community.



July 1, 2019

Administrative Offices The Honorable Elaine L. Chao, Secretary
610 S. Thompson St. United States Department of Transportation
Carbondale, IL 62901 1200 New Jersey Avenue SE
ph: (618) 549-4807 Washington, DC 20590
fax: (618) 529-1802

Crisis Hotline Dear Secretary Chao:
(800) 334-2094
(618) 529-2324

www.thewomensctr.org I am writing to express my support of the City of Carbondale's application for the Better Utilizing Investments to Leverage Development (BUILD) grant for \$16.48 million through the U.S. Department of Transportation, for the Southern Illinois Multi-Modal Station (SIMMS) project. This grant will allow the City of Carbondale to complete design and construction and will also help generate much needed economic activity within our region.

**Domestic Violence/
Shelter Program**
*Serving Survivors of
Domestic Violence*
610 S. Thompson St.
Carbondale, IL 62901
ph: (618) 529-2324

Rape Crisis Services
*Serving Survivors of
Sexual Assault*
610 S. Thompson St.
Carbondale, IL 62901
ph: (618) 549-4807

The Eurma Hayes Center
Rape Crisis Services
441 East Willow Street
Carbondale, IL 62901
ph: (618) 549-4807 x. 256

Marion Satellite Office
1111 Anker Drive
Marion, IL 62959
fax: (618) 993-3178

Domestic Violence Program
ph: (618) 997-0949
Rape Crisis Services
ph: (618) 993-0803

Franklin County Office
Domestic Violence Program
Franklin County Courthouse
Benton, IL 62812
ph: (618) 438-4118
fax: (618) 439-4119

South Counties
Satellite Office CM/rc
540 N. Commercial Drive
Suite 320
Harrisburg, IL 62946
ph: (618) 294-8641
fax: (618) 294-8643

In a rural area like Southern Illinois, transportation and childcare are often cited as the top two impediments to connecting qualified workers with jobs. SIMMS provides an opportunity to eliminate these barriers by enhancing regional transit service and also incorporating a childcare facility within the development. These improvements will provide opportunities to many low-income residents to access jobs, educational opportunities, and healthcare. Collectively, these improvements will improve the quality-of-life for many of our residents.

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Sincerely,

Cathy McClanahan
Executive Director



APPENDIX C

Southern Illinois Multi-Modal Station: BUILD Project Information Form

July 2019



Location: Carbondale, Illinois

Project Type: Rural – Multi-Modal Transportation Center

Applicant: City of Carbondale

Type of Applicant: City Government

BUILD Funding Requested: \$16,486,000

DUNS Number: 096712948

Website: multimodal.explorecarbondale.com

Contact: Gary Williams, City Manager City of Carbondale, Illinois
phone: (618) 457-3226, email: gwilliams@explorecarbondale.com

BUILD 2019 Project Information - Please complete all fields.
****PLEASE DO NOT CHANGE FILE NAME AND DO NOT COPY/PASTE**



TO AVOID COMPROMISING FORM INTEGRITY**

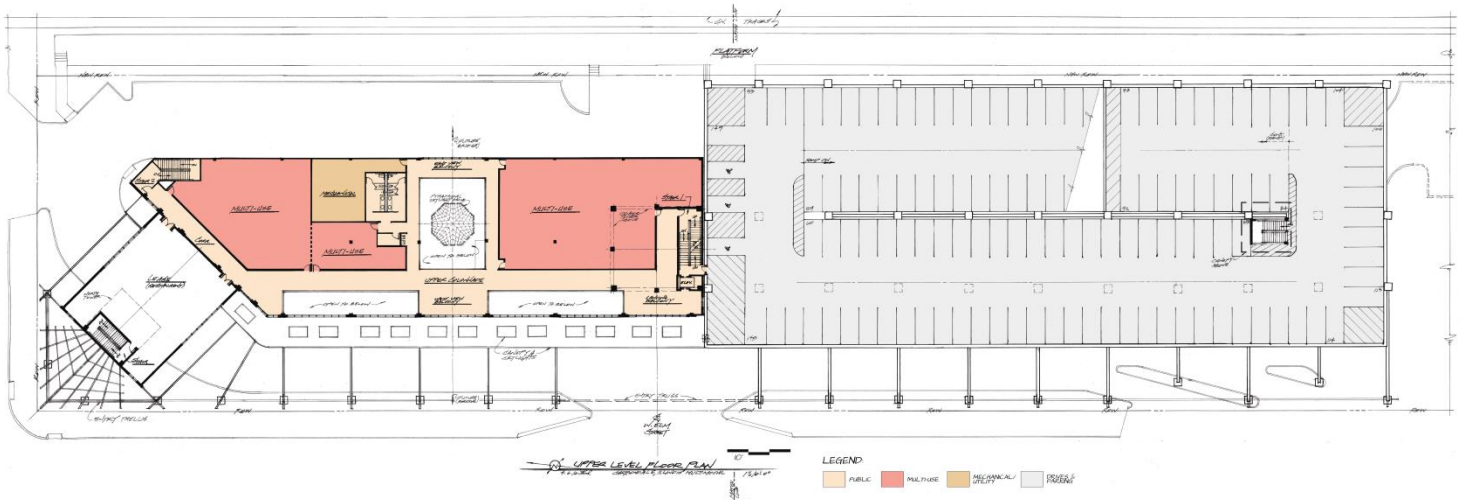
Field Name	Response	Instructions
Project Name	Southern Illinois Multi-Modal Station (SIMMS)	Enter a concise descriptive title for the project. This should be the same title used in the Grants.gov SF-424 submission and the application narrative.
Project Description	This project consists of construction the Southern Illinois Multi-Modal Station (SIMMS) that will service the entire Southern IL region (30 counties) by providing a full service transportation center.	Describe the project in plain English terms generally understood by the public, using no more than 100 words . For example, "The project will replace the existing bridge over the W river on Interstate-X between the cities of Y and Z" or "the BUILD Grant will fund construction activities for streetcar service from location X to location Y." Please do not describe the project's benefits, background, or alignment with the selection criteria in this description field.
Urban/Rural	Rural	Identify whether the project is located in a rural or urban area , using the drop-down menu. For BUILD 19, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area that had a population greater than 200,000 in the 2010 Census. If a project is located outside a Census-designated urbanized area with a population greater than 200,000, it is designated as a rural project.
Urbanized Area	Carbondale, IL	If you have identified the project as "urban," please select the associated 2010 Census-designated urbanized area (UA) from the drop-down. If you identified the project as "rural" but it is located in an UA with a population under 200,000, please select the UA from the drop-down. If you have identified the project as "rural" and it is not located in a non-urbanized area, please select "Not located in an urbanized area" from the drop-down.
Capital or Planning	Capital	Identify the project as capital or planning . The " capital " designation should be used for projects that are requesting funding primarily for the physical development, acquisition, or improvement of surface transportation capital infrastructure. The " planning " designation should be used for projects that are requesting funding primarily for aspects of planning, preparation, or design.
Project Type	Transit - Multimodal Center	Identify the Primary and Secondary project type combination that most closely aligns with your project from the choices in the drop-down menu. See the "Project Types" tab in this file for further information and project type definitions.
Primary Project Location Zip Code	62901	Identify the 5-digit zip code of the project location . If the project is located in multiple zip codes, please identify the most centrally located zip code.
Project Previously Submitted?	Yes - BUILD/TIGER	Identify whether the project was submitted in a prior BUILD/TIGER or INFRA round , using the drop-down menu.

BUILD 2019 Project Information - Please complete all fields.
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Field Name	Response	Instructions
Prior BUILD/TIGER Funds Awarded to Project?	No	Identify <u>whether the project has previously received BUILD/TIGER funding</u> , and if so, whether that funding was through a planning or capital grant, using the drop-down menu.
FY19 INFRA Application?	No	Select "Yes" from the drop-down menu if this project is <u>also being submitted to the Nationally Significant Freight and Highway Projects Program</u> (also known as INFRA) for Fiscal Year 2019.
Amount Requested	\$16,486,000	Enter the <u>total amount of BUILD funds requested</u> for this project in this application. [For <i>capital</i> projects, the minimum urban entry is \$5,000,000 and the minimum rural entry is \$1,000,000. For <i>planning</i> projects, the minimum entry is \$1. The maximum entry for both types is \$25,000,000].
Total Project Cost	\$20,608,000	Enter the <u>total cost of the project</u> . This should equal the sum of Total Federal Funding and Total Non-Federal Funding. <i>This value may not be less than the amount requested.</i>
Total Federal Funding	\$16,486,000	Enter the <u>amount of funds committed to the project from ALL Federal sources including the proposed BUILD amount</u> . For BUILD projects designated as urban, Federal funding cannot exceed 80% of total project cost as outlined in section C.2 of the BUILD NOFO.
Total Non-Federal Funding	\$4,122,000	Enter the <u>amount of funds committed to the project from non-Federal sources</u> . For BUILD projects designated as urban, the total non-Federal funding amount must be greater than or equal to 20% of the project cost.
Tribal Government?	No	Select "Yes" from the drop-down menu if the applicant is a <u>Federally recognized tribal government</u> .
Tribal Benefits?	N/A	<u>If the applicant is not a Federally recognized tribal government</u> , is the project located on tribal land? And if not, does it have direct tribal benefits? Answer using the drop-down menu.
Private Corporation Involvement	No	Does this project <u>involve (a) private entity(ies) that will receive a direct and predictable financial benefit</u> if the project is selected for award? This includes, but is not limited to, private owners of infrastructure facilities being improved and private freight shippers or carriers directly benefitting from completion of the proposed project.
Private Corporation Name(s)	N/A	<u>If this project directly involves or benefits a specific private corporation</u> , please list the corporation(s).
TIFIA/RRIF?	No	Is the project currently, or does this project anticipate applying for Transportation Infrastructure Finance and Innovation Act (TIFIA) or Railroad Rehabilitation & Improvement Financing (RRIF) <u>loans</u> ?
Department Financing Program?	No	If your application is unsuccessful, would you like to be contacted about the <u>Department's financing program</u> ?



APPENDIX D

Southern Illinois Multi-Modal Station:

Resolution Committing Non-Federal Funds

July 2019

Location: Carbondale, Illinois

Project Type: Rural – Multi-Modal Transportation Center

Applicant: City of Carbondale

Type of Applicant: City Government

BUILD Funding Requested: \$16,486,000

DUNS Number: 096712948

Website: multimodal.explorecarbondale.com

Contact: Gary Williams, City Manager City of Carbondale, Illinois
phone: (618) 457-3226, email: gwilliams@explorecarbondale.com



RESOLUTION NO. 2019-R- 40

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT AN
APPLICATION FOR 2019 BUILD GRANT FUNDS FOR THE
SOUTHERN ILLINOIS MULTI-MODAL STATION (SIMMS)**

WHEREAS, the City of Carbondale has been undertaking many efforts to improve the transportation facilities in the region and Carbondale; and,

WHEREAS, the region and community has expressed a desire to increase access to various means of transportation in a centralized location in Carbondale; and,

WHEREAS, the construction of a Multimodal Station near the existing Amtrak Station along the railroad tracks will greatly enhance the availability of transportation and promote various modes of transportation; and,

WHEREAS, the City has submitted three previous applications for federal funding; and,

WHEREAS, the City was a finalist for funding in its previous two applications; and,

WHEREAS, funds from the United States Department of Transportation's 2019 Better Utilizing Investments to Leverage Development (BUILD) grant program would allow the City of Carbondale to construct a regional Multi-Modal Center.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CARBONDALE, ILLINOIS AS FOLLOWS:

SECTION 1. The City of Carbondale shall apply for a 2019 BUILD grant for the Southern Illinois Multi-Modal Station (SIMMS) project under the guidelines of the U.S. Department of Transportation and shall enter into and agree to the understandings and assurances governing the application for, receipt and utilization of the aforesaid grant funds.

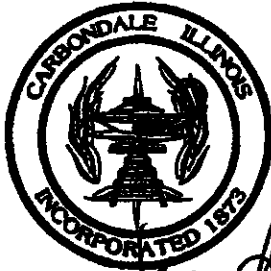
SECTION 2. The City Manager is authorized to submit a 2019 BUILD grant application requesting \$16,486,000 for the Southern Illinois Multi-Modal Station (SIMMS) project to the U.S. Department of Transportation on behalf of the City of Carbondale.

SECTION 3. The City Manager is authorized to provide such additional information as may be required to accomplish the obtaining of a grant offer.

SECTION 4. The City of Carbondale shall and does hereby commit 20% local matching funds in the estimated amount of \$4,122,000 as required for the BUILD grant for the Southern Illinois Multi-Modal Station (SIMMS) project.

SECTION 5. That this Resolution be spread at length upon the minute records of the City Council of the City of Carbondale, Illinois.

SECTION 6. That this Resolution shall take effect upon its passage, approval, recording, and publication in pamphlet form in accordance with law.



APPROVED: _____

John M. Henry
John M. Henry, Mayor

ATTEST: _____

Jennifer R. Sorrell
Jennifer R. Sorrell, City Clerk

FOR:	Bradshaw, Doherty, Fronabarger, Grant, Harvey, Loos, Henry
AGAINST:	None
PASSED:	June 25, 2019
APPROVED:	June 25, 2019
RECORDED:	June 26, 2019
PUBLISHED:	June 26, 2019